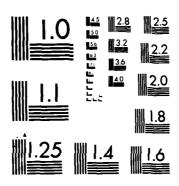
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CRC Report No. 541



# 1982 CRC FUEL RATING PROGRAM: ROAD OCTANE PERFORMANCE OF OXYGENATES IN 1982 MODEL CARS

**July 1985** 

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COORDINATING RESEARCH COUNCIL, INC. 219 PERIMETER CENTER PARKWAY, ATLANTA, GEORGIA 30346

### COORDINATING RESEARCH COUNCIL

INCORPORATED

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# 1982 CRC FUEL RATING PROGRAM: ROAD OCTANE PERFORMANCE OF OXYGENATES IN 1982 MODEL CARS (CRC Project No. CM-124-82)

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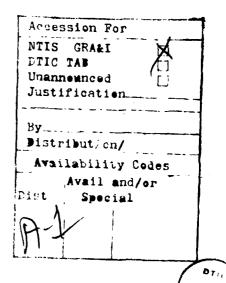
Prepared by the

1982 Analysis Panel

of the

Octane Technology and Test Procedures Group

July 1985



MSPECTEL

Light-Duty Vehicle Fuel, Lubricant, and Equipment Research Committee

of the

Coordinating Research Council, Inc.

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### I. INTRODUCTION

Road octane rating programs have been conducted periodically since 1963 by the Coordinating Research Council (CRC) Light-Duty Octane Technology and Test Procedures Group to investigate the relationships between the laboratory properties of a set of motor gasolines and the Road anti-knock performance of these fuels in selected groups of cars. The programs of 1971, 1973, 1975, and 1978 tested unleaded gasolines with a wide range of Research octane number (RON), Motor octane number (MON), and sensitivity. Variables evaluated were RON, MON, aromatics content, and olefins content. The testing was done by Octane Technology and Test Procedures Group participants from the oil industry at The last program, conducted in 1980, their own laboratories. evaluated heavy aromatics content and ethanol content in addition to RON and MON. This program revealed a large variation among cars and car models in their response to the test gasolines. Most of the thirty-seven test cars showed an adverse effect of adding heavy aromatics, and some of the cars showed beneficial effects for ethanol in the gasolines.

Because of the widespread interest in the use of alcohols and ethers as gasoline blending components, the present program was conducted to evaluate the effects of several oxygenates on gasoline octane performance and to evaluate the effects of car design features such as engine and transmission type.

### II. SUMMARY

Five oxygenates were evaluated at two nominal concentrations, 5 and 10 volume percent, at both regular- and premium-grade octane levels: methanol (MeOH), ethanol (EtOH), isopropanol (IPA), tertiary butanol (TBA), and methyl tertiary butyl ether (MTBE). A blend of 5 percent MeOH and 5 percent TBA was also tested at both octane levels.

Two different techniques were used to analyze the data obtained in this program. The "conventional" method, used in all previous programs, analyzed data from all of the fuels together. Missing data were estimated using individual car regression equations. Data were analyzed by using multiple linear regression and analysis of variance techniques. Certain analyses were made with all-car average data; other analyses were made with data from individual cars. On an all-car basis, full-throttle Road octane numbers (Road ON's) were found to be well-predicted by the following equation containing only RON and MON:

Road ON = 29.96 + 0.289(RON) + 0.400(MON)

The standard deviation and  ${\bf R}^2$  are 0.173 Road ON and 0.988, respectively, for this equation.

Multiple regressions were conducted to evaluate the effects of toluene, the oxygenates, and also squared RON and MON terms. It was concluded that  $(RON)^2$  was needed to provide a good fit, and that toluene, TBA, and MTBE had beneficial effects on Road ON over and above their effects on RON and MON.

The second analysis technique used in this program took a different approach. Road ON prediction equations were developed for each car and for all cars using only the six hydrocarbon fuels. The all-car equation is:

Road  $ON_{HC} = 30.36 + 0.322(RON) + 0.347(MON)$ 

The standard deviation and  $R^2$  are 0.261 Road ON and 0.989, respectively. A new term, called Road Octane Performance (ROP), was devised to represent the Road ON performance of the oxygenates as compared with hydrocarbon blending components. ROP is defined as follows:

ROP = (measured Road ON) - (predicted Road  $ON_{HC}$ )

where the predicted Road ON is calculated using the prediction equations for the individual cars. A positive value indicates a Road ON benefit; a negative value indicates a deficit.

The addition of the oxygenates was found to cause nonlinear increases in all the ON's: Road ON, RON, and MON; the effects tended to level off with increasing concentration. For this reason, evaluation of the oxygenate effects was conducted separately for the low and the high concentrations.

Using ROP as the dependent variable, data analyses were conducted to evaluate the effects of the oxygenates. In the regular grade fuels at full throttle, all the oxygenates showed benefits, i.e., improved Road ON performance relative to hydrocarbon blending components. They gave higher Road ON's than expected judging by RON and MON. No trend was readily apparent in premium fuels.

Oxygenates in regular-grade fuels had highly significant beneficial effects in six-cylinder engines as a group (including both "inline" and "V" type engines), whereas the four-cylinder and V8 engines showed smaller, and non-significant, effects. With the premium fuels, none of the engine types showed significant effects; however, the V8's showed significantly poorer responses than the other engine types. There was no significant effect of transmission type.

The part-throttle results did not show any trends. This was probably due to the fact that only nine cars were tested at part-throttle, and that repeatabililty is poorer in part-throttle testing.

### III. TEST PROGRAM

Testing was done by ten participating laboratories, as shown in Appendix A. The data were analyzed and the report written by the Panel shown in Appendix A. The text of the program proposal is presented in Appendix B.

Twenty-eight unleaded fuels, including four hydrocarbon fuels, two hydrocarbon fuels plus toluene, and twenty-two oxygenated fuels, were rated in duplicate in thirty-eight cars using the Modified Uniontown Technique (CRC Designation F-28-75 described in Appendix C), plus some additional instructions. All testing was done on chassis dynamometers. Ratings were obtained at full throttle\* with all thirty-eight cars, and at the most critical part-throttle condition (occurring with manifold vacuum of 4 in. Hg (13.5 kPa) or greater above the full-throttle vacuum) with nine cars. Part-throttle ratings were determined from part-throttle primary reference fuel curves. The instructions also requested that the fuels be rated in random order, that three accelerations be made for each rating, and that the maximum speed be investigated for Modified Uniontown rating not exceed 60 mph (97 km/h).

### IV. TEST FUELS

Five oxygenates - MeOH, EtOH, IPA, TBA and MTBE - were evaluated in each of two base gasolines, one just below the regular unleaded gasoline octane level [85-86 (R+M)/2] and one just below the premium unleaded gasoline octane level [89.5-90.5 (R+M)/2]. It was intended that the oxygenate blends would be at the regular and premium octane levels. The five oxygenates were blended into the base gasolines at nominal concentrations of 5 percent (low level) and 10 percent (high level) by volume. In addition, MeOH and TBA were tested in combination at a nominal concentration of 5 percent each. Each base gasoline was tested "neat" and with 15 volume percent toluene. Two special gasoline blends were included to improve the evaluation of the effects of RON and MON. The test fuel design is shown in Figure 1; the target test fuel specifications are shown in Table I.

<sup>\*</sup> The ratings were actually obtained at maximum throttle, as described in the CRC E-15 Octane Number Requirement Technique. To make for easy reading, the words "full throttle" are used in this report.

RON, MON, R-100, and M-100 inspection data for the test fuels were supplied by many of the participants. R-100 and M-100 tests are RON's and MON's run on the front-ends of gasolines distilled to  $100^{\circ}$ C. The octane data were screened for outliers and then averaged. Five laboratories supplied analyses of oxygenate concentrations. These data are shown in Appendix D. There is no standard method of analysis for oxygenate concentration, and the specific technique used by each laboratory submitting oxygenate analyses was not stated. An available gas chromatographic method is described in the Journal of Chromatographic Science. (1) The data submitted were examined, outliers rejected, and the remaining values averaged. For all twenty-eight test fuels the measured properties critical to the test program are compared in Table II. Additional measured fuel properties are shown in Table III. Gas chromatogaphic analyses of the four hydrocarbon fuels are tabulated in Table IV. Fuel 4, regular-grade base gasoline plus 7.78 volume percent MeOH, showed phase separation at several laboratories. Hence, this fuel was not run in several of the test cars.

### V. TEST CARS

Thirty-eight cars representing thirty different 1982 models were used in the program. Eight cars were equipped with manual shift transmissions, and thirty with automatic transmissions. The manual shift cars all had four-cylinder engines. There were twenty-three cars with four-cylinder engines; twelve with six-cylinder engines, of which nine were V-type and three were inline; and three with V8 engines. The test car models and their engine/transmission characteristics are shown in Table V. The odometer mileages ranged from 3,204 to 35,092 miles (5,156 to 56,475 km).

Though the program attempted to test a broad range of engine/transmission combinations, there is no assurance that the cars actually tested will represent the population of 1982 model cars on the road.

<sup>(1)</sup> R. E. Pauls and R. W. McCoy, "Gas and Liquid Chromatographic Analysis of Methanol, Ethanol, Tertiary Butyl Alcohol, and Methyl Tertiary Butyl Ethers," <u>Journal of Chromatographic Science</u>, Volume 19, November 1981, pp. 558-561.

### VI. BLENDING OCTANE NUMBERS

The RON, MON, R-100, M-100, and Road blending octane numbers (BON's) were determined for each oxygenate/concentration combination and toluene in the premium and regular base gasolines. Figures 2 and 3 show Road BON's plotted versus oxygenate concentration. In all but one case, the BON's were lower at the high concentrations. For this reason, the BON's were not averaged for each gasoline grade/oxygenate combination. Table VI shows BON's for the low and high oxygenate concentrations in both grades of gasolines, and for toluene at 15 volume percent.

Figures 4-6 were plotted to illustrate the effects of some of the variables on blending Road ON. The blending ON's shown on the figures are based on averages of the low and high concentrations. Figure 4 shows that the Road BON's were consistently higher for the oxygenates in the regular grade gasolines than in the premium grade gasolines. For toluene, the premium BON was higher, however. Figures 5 and 6 show that, in general, the Road BON was about halfway between the RON and MON BON's, as expected for hydrocarbon gasoline components. There were two exceptions, however: methanol/TBA had a low Road BON in the premium gasoline, and t-butanol had a high Road BON in the regular gasoline.

The front-end octanes, R-100 and M-100, generally showed much higher BON's than their counterparts, except in the case of toluene. This verifies the high octane quality and volatility of the oxygenates.

### VII. ROAD OCTANE EQUATIONS

The individual Road ON's (Appendix I) were averaged over all thirty-eight cars to obtain mean values for use in developing Road octane equations. They are listed in Table VII for both full-throttle and part-throttle ratings. Missing data were estimated using the individual-car regression equations tabulated in Appendix E, Table E-I. Also included in Table VII are the standard deviations and the minimum and maximum Road ON's.

The average data were regressed using a standard multiple linear regression technique. The results of the regressions can be found in Appendix E, Table E-II for the full-throttle data, and Table E-III for the part-throttle data. Table VIII is a summary of the more pertinent full-throttle regression equations. The "goodness of fit" of the equation which uses only RON and MON is shown in Figure 7. As shown in Table VIII, the equation using (R+M)/2 was almost as good as the equation using RON and MON. The inclusion of a  $(RON)^2$  term gave some improvement, as shown in Figure 8.

Inclusion of terms for the individual oxygenates along with RON and MON did not improve the correlation, and their coefficients were not statistically significant. Toluene, TBA, and MTBE together, however, did improve the prediction equation using RON, MON, and  $(RON)^2$  terms (see Equation 39, Table E-II), as shown in Figure 9. The low standard deviation of 0.094 represents a substantial improvement over the equation with RON, MON, and  $(RON)^2$ . All six variables had highly significant effects. Toluene, TBA, and MTBE gave coefficients of 0.013, 0.032, and 0.031, respectively, which indicate 0.13, 0.32, and 0.31 Road ON boosts not accounted for by RON and MON (i.e., "bonuses") at 10 percent concentrations.

The inclusion of R-100, M-100 terms did not influence either the coefficients or the "goodness of fit."

Analysis made using all-car average Road ON's after sales-weighting each car did not change the correlation with RON and MON.

The best equation obtained for the part-throttle data is as follows:

Part-Throttle Road ON = 32.94 + 0.171(RON) + 0.449(MON)

The standard deviation and  $R^2$  for this equation are 0.336 Road ON and 0.938, respectively. Again, the coefficients calculated for the oxygenates were not significant (see Table E-III).

### VIII. CALCULATION OF ROAD OCTANE PERFORMANCE (ROP)

The use of both laboratory octane numbers and oxygenate concentrations as independent variables in regressions on Road ON is undesirable because these variables are <u>not</u> independent. The concentration of oxygenate in each test fuel is highly correlated with the resulting RON and MON, relative to the base gasoline. To avoid this problem, a new dependent variable that included RON and MON was created to use in analyzing the oxygenate effects.

A Road ON equation was first developed for each test car for each gasoline grade using the three hydrocarbon fuels in each case. This was done for full-throttle data and part-throttle data (nine cars). The same was done using all six hydrocarbon fuels together (see Appendix F). It was found that the equations did not differ significantly between the two grades and, therefore, the six-fuel equations best represented the cars' Road octane performance with hydrocarbon fuels.

The new dependent variable, Road Octane Performance (ROP), was calculated by subtracting the predicted Road ON from the measured Road ON:

This new variable represents the Road ON performance of the oxygenates as compared with hydrocarbon gasoline blending components. A positive value indicates a Road ON benefit, or "bonus"; a negative value indicates a deficit.

### IX. AVERAGE RESULTS

Table IX presents the average Road ON and ROP for each test fuel for full-throttle and part-throttle test conditions. The latter averages represent only the nine cars that were tested at part-throttle. In the regular-grade fuels, the full-throttle ROP's for the oxygenate blends were generally positive, indicating improved performance relative to the base fuel which had an ROP of -0.25. No trend is readily apparent, however, in the premium fuels. The part-throttle data show roughly the same information, but the variations in ROP among the fuels appear to be much larger. Also, the Road ON's are much lower for part-throttle relative to full-throttle.

Table X presents the average Road ON and ROP for each test car for full-throttle, and for part-throttle where applicable. Among the full-throttle ROP's there are both positive and negative values, with an average of 0.02 Road ON -- essentially zero. The part-throttle average ROP was slightly negative at -0.09 Road ON. As with the averages for each fuel, the part-throttle Road ON's are generally lower than the full-throttle values, indicating that the part-throttle test is more severe.

### X. ANALYSIS OF OXYGENATE EFFECTS

### A. Nonlinearity of Oxygenate Effects

The effects of adding oxygenates to the base gasolines were evaluated using linear regression on every oxygenate/concentration level/grade/car combination. In each case, the dependent variable was ROP, and the independent variable was the oxygenate concentration. The results are shown in Appendix G for full-throttle data and in Appendix H for part-throttle data. Each effect is the regression coefficient for the oxygenate; it is a unit effect, i.e., the slope of the concentration curve at that concentration. The actual effect is determined by multiplying the unit effect by the portion of oxygenate added. If 10 percent were added, for example, the actual effect is one-tenth the unit effect.

TABLE IX

AVERAGE ROAD OCTANE NUMBERS AND ROAD OCTANE PERFORMANCE (ROP) FOR EACH FUEL

Fuel No.	Full Th Road ON	rottle* ROP	Part-Thro Road ON	ROP
	Premium	Grade		
14 15 16 17 18 19 20 21 22 23 24 25 26 28 Average	91.56 92.77 92.20 92.62 92.31 92.63 92.44 92.03 92.42 92.32 93.02 92.59 91.82 92.35	-0.05 -0.11 -0.05 -0.40 0.03 -0.20 0.11 -0.29 0.11 0.26 0.14 0.10 -0.26 0.12 -0.04	87.44 88.67 87.33 87.62 86.91 88.59 87.37 88.46 87.71 87.93 88.22 88.14 87.62 87.55 87.83	0.02 -0.06 -0.67 -1.07 -1.13 0.06 -0.51 0.01 0.01 0.02 -0.48 -0.94 0.02 -0.33
•	Regular	Grade		
1 2 3 4 5 6 7 8 9 10 11 12 13 27 Average	88.00 89.50 89.49 90.39 89.69 90.41 89.29 90.28 88.90 89.18 89.55 90.52 90.15 88.67 89.57	-0.25 0.21 0.03 0.17 0.18 -0.05 0.01 0.26 0.20 0.10 0.23 0.38 0.23 0.07 0.13	84.27 85.62 85.39 86.35 85.87 86.26 86.08 86.22 84.75 85.50 85.46 86.10 86.06 84.64 85.61	-0.10 0.12 -0.08 -0.17 0.35 -0.11 0.77 0.25 -0.03 0.37 0.13 0.00 0.16 0.00 0.12

<sup>\*</sup> Cars 23, 24, 25, 26, 28 and 34 are not included in averages because they did not test all fuels. Average standard deviation is 0.06 0N for Road ON and ROP.

<sup>\*\*</sup>Cars 23 and 25 are not included in averages because they did not test Fuel 4. Average standard deviation is 0.13 ON for Road ON and ROP.

TABLE VIII

### FULL-THROTTLE ROAD OCTANE REGRESSION EQUATIONS

All Car Averages: 38 Cars Road ON Mean = 90.792

				Coe	efficients_		
Standard Deviation	R <sup>2</sup>	Constant ——bo——	RON b <sub>1</sub>	MON b <sub>2</sub>	(R+M)/2 b3	(RON) <sup>2</sup> <u>b</u> 4	<u>Oxygenate</u>
0.173	0.988	29.964	0.289	0.400			
0.176	0.988	32.481			0.655		
0.142	0.993	-103.107	3.165	0.378		-0.0153	
0.175	0.989	29.882	0.288	0.402			0.006 Toluene
0.172	0.989	30.309	0.299	0.385			<u>-0.016</u> Methanol
0.175	0.989	29.943	0.292	0.397			<u>-0.009</u> Ethanol
0.177	0.988	29.883	0.289	0.401			-0.004 Isopropanol
0.170	0.989	30.126	0.297	0.389			0.018 TBA
0.164	0.990	30.852	0.300	0.377			0.023 MTBE
0.173	0.989	29.504	0.285	0.410			-0.016 MeOH/TBA

Note: All underlined coefficients were not significant at the 95% confidence level.

TABLE VII

AVERAGE FULL- AND PART-THROTTLE ROAD OCTANE NUMBERS

	FULL	THROTTLE	(38 CA	RS)	PART	THROTTLE	(9 CAR	S)
FUEL NO.	MEAN	S TD DE V	MIN	MAX	MEAN	STD DEV	MIN	MAX
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18	87.797 89.421 89.361 90.147 89.471 90.258 89.074 90.042 88.695 88.958 89.329 90.321 89.889 91.411 92.655 92.116 92.495 92.063	1.501 1.541 1.595 1.684 1.540 1.736 1.461 1.771 1.463 1.766 1.659 1.726 1.843 1.865 2.204 2.029 2.280 2.286	85.0 86.6 85.7 86.4 85.5 86.9 85.7 84.8 95.2 84.8 85.4 85.4 85.4 86.8 88.6 88.2 86.2	91.0 92.6 92.1 93.0 92.0 93.6 91.6 92.8 91.6 91.8 92.0 93.5 92.8 97.3 95.9 97.6	84.322 85.767 85.622 86.211 85.444 86.478 86.189 86.400 84.800 85.711 85.611 86.244 86.267 87.578 88.511 87.467 88.100 87.178	2.191 1.942 2.199 2.048 2.626 2.054 2.151 1.997 2.993 2.290 2.307 2.141 2.162 2.353 2.185 2.073 2.294 2.306	81.4 82.6 82.9 83.8 82.2 83.8 82.4 84.2 79.6 82.1 82.6 83.0 83.8 84.6 86.2 85.2 85.0 84.4	87.6 88.6 89.2 89.8 90.0 90.2 89.6 89.6 88.6 88.8 89.0 90.0 89.5 92.2 92.0 91.2
19 20 21 22 23 24 25 26 27 28	92.524 92.024 92.387 91.842 92.363 92.213 92.803 92.387 88.539 91.592	2.176 2.070 2.011 2.020 1.823 2.201 2.359 2.353 1.783 1.828	88.5 87.6 88.4 87.4 88.5 87.1 87.6 87.4 84.6	97.3 95.8 97.1 95.6 96.0 96.4 97.3 97.2 92.0 95.4	88.778 87.589 88.422 87.800 88.178 88.333 88.444 87.844 84.833 87.889	2.487 2.948 2.479 2.403 2.701 2.301 2.568 2.545 3.084 3.383	85.7 83.8 85.6 84.4 85.0 85.2 85.4 85.4 80.4	91.7 92.6 92.0 92.6 92.1 92.2 92.2 92.5 91.8 88.6 92.8

### NUMBER OF ESTIMATED RATINGS

FUEL	FULL THROTTLE	PART THROTTLE
4	5	2
15,17,19,21,25,26	1	O

TABLE VI

BLENDING OCTANE NUMBERS FOR OXYGENATES AND TOLUENE

Ovvoonato	Average Conc.(Vol %)	RON	Blend MON	ing Octane R-100	Numbers M-100	Road ON
Oxygenate	conc. (voi »)	KUN	MUN	<u>K-100</u>	M-100	KOAU ON
		Premium 6	rade			
Ethanol Ethanol Isopropanol Isopropanol Methanol Methanol MTBE MTBE MEOH/TBA TBA TBA Toluene	8.38 4.34 9.25 4.74 9.80 4.10 9.56 4.50 4.78/4.92 8.72 4.46	124.9 125.0 117.8 116.2 126.7 129.2 118.1 119.5 115.7 104.3 106.3	98.1 101.1 98.0 95.5 96.2 97.2 101.7 98.3 101.5 94.2 94.0	177.8 197.9 155.7 163.6 176.6 160.2 149.4 156.3 156.8 121.7 123.3	115.6 114.6 108.4 97.2 112.2 91.9 117.0 106.8 117.6 96.1 107.0	104.4 106.6 101.7 104.6 102.1 108.8 105.9 108.4 101.2 102.7 101.4
roruene	15"	110.4	94.3	102.6	04.0	99.0
		Regular	<u>Grade</u>			
Ethanol Ethanol Isopropanol Isopropanol Methanol Methanol MTBE MTBE MEOH/TBA TBA TBA	8.90 4.80 9.08 4.40 7.78 4.34 9.70 4.86 4.40/4.44 8.60 4.60	137.8 138.4 125.8 129.3 139.8 146.0 121.4 127.5 123.5 103.5	105.4 108.9 101.6 109.1 104.9 107.1 105.5 106.5 102.2 94.6 94.8	190.2 210.9 162.9 174.4 162.6 164.0 150.9 151.8 164.9 120.6 129.3	123.9 128.1 123.0 130.0 119.6 114.6 125.6 129.6 121.9 99.7 97.5	115.8 122.6 112.5 116.9 119.2 123.7 113.8 119.3 111.5 101.3
Toluene	15*	103.1	87.8	97.3	85.6	98.6

<sup>\*</sup> Not Measured. Target value was 15% by volume.

TABLE V

Make and Model	Disp., ℓ	Engine Type	No. Carb. Bbls	Trans. Type	No. Tested
General Motors					
Buick Century Buick LeSabre Buick Regal Buick Skylark Buick Skylark	3.0 5.0 3.8 2.5 3.8	V6 V8 V6 L4 V6	2 4 2 TBI 2	Auto Auto Auto Auto Auto	1 1 1 1
Chevrolet Caprice Chevrolet Cavalier Chevrolet Cavalier Chevrolet Chevette Chevrolet Celebrity Chevrolet Citation Chevrolet Impala Chevrolet Impala	4.4 1.8 1.8 1.6 2.8 2.5 4.4 3.8	V8 L4 L4 V6 L4 V8 V6	2 2 2 2 2 TBI 2 2	Auto Auto M-4 Auto Auto Auto Auto Auto	1 3 1 1 2 1 1
Oldsmobile Cutlass Pontiac J-2000 Pontiac J-2000 Pontiac 6000	3.8 1.8 1.8 2.8	V6 L4 L4 V6	2 2 2 2	Auto Auto M-4 Auto	1 1 1
<u>Ford</u>					•
Ford Escort Ford Escort Ford Futura Ford Futura Ford Granada Ford Mustang Mercury Zephyr	1.6 1.6 3.3 2.3 3.8 2.3 3.3	L4 L4 L6 L4 V6 L4 L6	2 2 1 2 2 2 2	Auto M-4 Auto Auto Auto M-4 Auto	3 1 1 1 1
Chrysler					
Dodge Aries Dodge Omni Plymouth Grand Fury Plymouth Reliant	2.2 2.2 3.7 2.2	L4 L4 L6 L4	2 2 1 2	M-4 Auto Auto Auto	1 1 1 2
Imports					
Datsun 310 Honda Civic	1.5 1.5	L4 L4	2 3	Auto M-5	1

TABLE 1V

# GAS CHROMATOGRAPHIC ANALYSES OF HYDROCARBON FUELS

(Percent by Volume)

Carbon	Fuel 1	01e Fuel 14	Olefins 14 Fuel 27	Fuel 28	Fuel 1	Fuel 14	Napthenes 14 Fuel 27	Fuel 28	Fuel	Fuel 14	Aromatics 14 Fuel 27	Fuel 28	Fuel 1	Normal Paraffins Fuel 14 Fuel 27		Fuel 28	Fuel 1	Iso-Paraffins Fuel 14 Fuel 27	1	Fuel 28
£3	ı	,	ı	ı	•	Þ	ı	ı	ı	,	1	•	1	r	•	1	,	i	•	•
<i>3</i>	₩.0	6.6	1.1	0.2	•	,	•	t	1	•	,	1	3.3	2.5	1.2	3.0	4.0	0.3	0.5	0.2
s,	2.7	6.5	5.8	1.8	0.3	0.2	4.0	0.1		ı	ı		3.6	2.7	3.7	1.8	8.6	9.1	10.4	6-
و و	1.8	1.8	3.6	0.7	2.2	1.4	5.6	9.0	0.7	9.0	1.0	9.9	1.1	6.0	1.4	1.0	8.2	7.0	7.5	6.3
د،	8.0	6.0	1.9	0.1	3.0	1.5	3.0	0.4	5.6	15.6	4.9	2.4	1.3	9.0	6.0	0.7	9.6	4.5	0.9	4.6
<b>6</b>	₽.0	0.2	9.0	•	6.9	1.6	1.8	1.7	6.1	1.4	8.8	9.6	6.0	4.0	0.5	9.0	18.6	14.0	4.3	56.5
6)	•	,	1	,	1.0	9.0	8.0	0.5	7.3	8.9	6.6	13.4	0.7	0.4	0.4	0.7	3.0	3.0	3.5	<b>.</b> .
01 <sub>2</sub>	1		,	,	•	ı	,	,	4.5	5.3	6.1	6.2	0.2	0.2	0.3	0.2	1.5	1.3	1.3	1.6
113	•	•	•	,	•	•	ı	ı	7.	1.4	2.3	1.0	0.2	0.1	0.2	0.1	0.1	0.1	0.2	0.1
C12	•	1		•	,		,		•		6.9	0.1	0.2	0.1	4.0	ı	1			1
	1	ļ		[		i	1	1				1	1	1	ļ	}			!	
TOTAL	6.1	6.3	13.0	2.8	₹.6	5.3	99.00	3.3	22.7	37.1	33.1	32.2	12.2	8.0	9.0	8.0	47.3	39.5	33.7	51.4

TABLE III

## ADDITIONAL FUEL PROPERTIES

		Α	STM D 86	Distilla	tion, °F	
			Perce	nt Evapo	rated	
Fue1	RVP, psi	_10_	_30_	50	70	90
<del></del>	<del></del>	<del></del>				<del></del>
1	8.0	134	180	228	268	340
2	6.9	144	193	228	256	335
2	10.5	112	174	224	263	334
4	10.0	118	152	223	266	340
5	8.5	126	161	224	266	340
6	8.4	126	149	217	261	339
1 2 3 4 5 6 7	8.0	130	167	224	267	342
8	7.7	132	156	214	261	339
9	8.1	132	170	223	266	341
10	7.9	132	164	214	261	337
11	7.7	135	176	223	265	339
12	7.5	133	169	214	263	344
13	9.3	118	154	215	261	338
13	<b>J.</b> J	110	154	213	201	330
14	7.0	144	197	237	270	341
15	5.5	155	208	235	257	335
16	9.5	118	188	232	266	338
17	9.7	121	135	231	264	336
18	7.5	132	181	234	267	339
19	7.5	133	154	230	264	337
20	6.9	137	180	232	265	337
21	6.9	137	164	226	262	335
22	6.9	140	184	232	266	337
23	6.8	141	178	228	265	338
24	6.6	142	189	231	265	338
25	6.6	141	180	225	263	338
26	8.8	124	162	225	263	336
27	7.5	131	171	228	293	367
28	6.3	147	212	251	286	336

TABLE II

# TABULATION OF FUEL PROPERTIES

;	MeOH/TBA													4.40/4.44													4.78/4.92			
	MTBE Me											4.86		4											4.50		4			
	18A									4.60	8.60												4.46	8.72						
Concentration*, Volume	Isopropanol							4.40	80.6												4.74									
Concentra	Ethanol					4.80	8.90												4.34	8.38										
	Methanol			4.34	7.78												4.10	9.80												
	Toluene	1	15.0													15.0														
	M-100	82.3	85.8	83.7	85.2	84.5	86.0	84.4	86.0	83.0	83.8	84.6	86.5	85.8	84.6	84.6	84.9	87.3	85.9	87.2	85.2	86.8	85.6	85.6	85.6	87.7	87.8	81.2	85.4	
	R-100	88.0	89.4	91.3	93.8	93.9	97.1	91.8	94.8	89.9	8.06	91.1	94.1	94.8	91.9	93.5	94.7	100.2	96.5	99.1	95.3	97.8	93.3	94.5	94.8	97.4	98.2	90.0	90.6	
	MON	81.8	2	3	es.	<del>ښ</del>	e,	۳,	<del>د</del>	3	≈	ઌ૽	4	۳.	85.0	ė,	5.	86.1	5.	6.	5.	ė.	5.	Š.	5.	6.	6.	80.7	86.3	
	NO NO	88.4	•	•	•		•		•	•	•			•	95.1								•			•	•	7.06	•	
Base	Fuel	⋖ •	æ	⋖	Ø	ď	¥	¥	¥	⋖	A	∢	¥	<b>V</b>	8	മ	<u> </u>	<b>~</b>	മ	ත	മ	മ	<b>&amp;</b>	മ	Ω	<b>&amp;</b>	8	ပ	0	
	Fue	-	~	ന	4	ა	9	7	æ	თ	10	11	12	13	14	15	16	17	18	19	70	21	22	23	24	25	56	27	<b>58</b>	

<sup>\*</sup> Except for the toluene blends, the values shown are averages of analyses submitted by five laboratories after rejecting outliers.

### TABLE I

### TARGET TEST FUEL SPECIFICATIONS

### **Octanes**

Meet the octanes specified below for Fuels 1, 14, 27, and 28.

Fuel 1: (R+M)/2 = 85-86 RON-MON = 6.5-7.5 Fuel 14: (R+M)/2 = 89.5-90.5 RON-MON = 10-11 Fuel 27: (R+M)/2 = 85-86 RON-MON = 9.5-10.5 Fuel 28: (R+M)/2 = 89.5-90.5 RON-MON = 7-8

### Oxygenates and Toluene

Meet the specified contents within  $\pm 0.5\%$  by volume. Methanol must be anhydrous. Ethanol must be at least 198-proof CDA-19 or CDA-20. Isopropyl alcohol, tertiary butyl alcohol, and methyl tertiary butyl ether must not contain more than 1% water.

### Water Tolerance and Cleanliness

Final blends must be clean and bright, and they must not form water haze or droplets when chilled to 32°F. These inspections should be made on samples taken from 5-gallon cans prepared for shipping.

### Volatility - All Fuels

Reid	Vapor Pressure	-	7-11 lb*
<b>ASTM</b>	D 86 Distillation		
	IBP	-	90°F Minimum
	10% Evaporated	-	110-150°F
	30% Evaporated	-	140-195°F
	50% Evaporated	_	180-250°F
	70% Evaporated	-	220-300°F
	90% Evaporated	_	285-370°F
	EP	-	450°F Maximum

<sup>\*</sup> Fuels 27 & 28 - 8 1b maximum RVP.

### Hydrocarbon Composition

Fuels 1 and 14 must be typical of unleaded regular and premium gasolines produced in the U.S. Fuels 1, 14, 27, and 28 must be blended with normal refinery components.

### Other

Total Aromatics Content		Lead Content	- $0.03 \mu g/gal max$ .
Fuel 1	- 20-30%	Sulfur Content	- 0.05% maximum
Fuel 14	- 30-40%	Manganese	- None to be added
Total Olefins Content	- 5-10%	Antioxidant	- 5 PTB (100% active)
Benzene Content	- 1% Max.	Blending Components	<ul> <li>Normal refinery</li> </ul>
		<del>-</del>	components

TABLES

AND

FIGURES

### XI. FUTURE PROGRAMS

This program evaluated the effects on Road octane performance of adding six oxygenates to a premium and a regular base gasoline. In addition, it studied the influence of concentration level, transmission type, and engine type. The results are useful but they raise at least two questions:

- Why were the results quite different between the two grades?
- What are the shapes of the curves of response versus oxyqenate concentration?

To answer the first question, a test program would have to include a number of base gasolines, as well as at least two oxygenates. The test fuels would have to be designed to independently evaluate octane level and hydrocarbon composition, i.e., the distribution of octane quality across the boiling range. To answer the second question, several oxygenate concentrations would be required. It is recommended that a test program be conducted in the near future to answer these questions.

### F. Oxygenate Concentration Level Effects

Table XV shows average oxygenate effects and significance for each concentration level for each grade. Neither level was significant in the premium fuels, but both levels were highly significant in the regular fuels. In both grades, the low concentration level had the largest effect; however, the difference was not significant with the premium fuels. Figures 15 and 16 show the effects for both concentrations of each oxygenate. In all but one case, t-butanol in premium gasoline, the effect was larger at the low concentration.

### G. Summary of Oxygenate Effects Results

Because of the non-linearity in the oxygenate response, the lowand high-concentration data were analyzed separately. The premium and regular grade fuels were analyzed separately because the results differed considerably between the two grades. The performance of the six oxygenates was about the same within each of the two grades. Only three of the premium grade oxygenate/concentration combinations were highly significant, but ten of the eleven regular-grade combinations were highly significant.

The oxygenate effects varied considerably among the engine types, but the average effects were significant for only the L6 and V6 engines in the regular grade fuels. The unit oxygenate effects were larger for the low concentration than the high concentration in the regular fuels. The overall average effects for the two concentrations were significant in only the regular fuels.

These results may be open to question because of the use of ROP rather than Road ON as the dependent variable. Because the ROP's are based on only six hydrocarbon fuels, the individual calculated oxygenate effects may be slightly high or low, or they all might be slightly biased upward or downward. Also, this method does not allow evaluating possible side effects of octane level on oxygenate performance within each gasoline grade. The ROP method, however, provided the only way to evaluate oxygenate performance independent of RON and MON, and the results are supported by other results in this report.

The Road ON equation study showed TBA and MTBE to have Road octane benefits independent of RON and MON. This is what the ROP analysis would have shown if the regular and premium-grade data were combined, as in the equation study. Also, the oxygenate blending octane number data showed relatively high values for Road ON, particularly in he regular grade. Another supporting finding is that the ROP results are not sensitive to variations in the Road ON equations used in calculating ROP. Using all twenty-eight fuels to develop the Road ON equations produced similar results, although the effects were generally a little smaller.

### C. Oxygenate Effects

Full-throttle results are presented in Table XII. Oxygenate effects and significance are shown for the two grades, the six oxygenates, and the two concentration levels. Each effect is a unit effect, i.e., the treoretical effect of adding 100 percent of the oxygenate. In the premium grade fuels the statistically significant effects were methanol and t-butanol at the high concentration level. T-butanol had a beneficial effect of 4.97; methanol had an adverse effect of -3.69. Methanol/TBA had an adverse effect of -2.62, but the significance was slightly less than 90 percent.

In the regular grade fuels, all oxygenates except ethanol at the high concentration had highly significant effects. All effects were positive, indicating that the oxygenates were beneficial; they produced higher Road ON's than hydrocarbon blending components, at the same RON and MON.

Table XIII shows the part-throttle average oxygenate effects and significance for each oxygenate and each grade. The only significant effects were methanol/TBA in premium gasolines and IPA in regular gasolines, even though the effects were generally large. The small number of significant effects was probably due to the limited number of cars and to the poorer repeatability of the part-throttle test.

### D. Gasoline Grade Effects

The oxygenate effects for the premium and regular gasolines are compared in Figure 12. The premium gasoline effects are considerably lower in every case than the regular gasoline effects. Three possible causes are the differences in the hydrocarbon composition of the two base gasolines, the differences in test fuel octane level, and the large differences in spark advance required.

### E. Engine Type Effects

Table XIV shows average oxygenate effects and significance for each engine type for each grade. Although the premium-grade effects were not significant, there were two highly significant regular-grade effects; the L6 engines as a group showed the very large beneficial effect of 23.32, and the V6 engines showed an 11.77 effect. The only significant difference among the engine types, in the premium fuels, was that the V8 engines' effect was lower than those of the other engines. In the regular fuels, the L6 engines had larger effects, and the L4 engines had smaller effects than the other engines. The effects are presented graphically in Figures 13 and 14 for both low and high concentrations.

The full-throttle oxygenate effects are plotted versus concentration in Figures 10 and 11 for premium- and regular-grade gasolines, respectively. In all but one case the unit effect was less at the high concentration than at the low concentration. In fact, two of the oxygenates had effects that went from positive to negative as the concentration was increased, in the premium base gasoline. Because the response was different at the two concentration levels, the oxygenate effects were evaluated at both levels rather than averaging the two levels.

### B. Analysis of Variance (ANOVA)

ANOVA's were used to determine what variables had significant effects. ANOVA's were conducted on the full-throttle oxygenate effects for premium and regular grades separately, and on the part-throttle data with the two grades combined. This was done because the full-throttle results were quite different in the two grades. Several car design parameters were evaluated to see if they affected ROP: transmission types (automatic or manual); engine types (cylinder configuration); engine model; and car model. Only engine type was retained for further analysis, because the others showed little or no influence on ROP. The fuel variables studied were oxygenate, oxygenate concentration, and gasoline grade. Table XI gives a summary of significance level for the main effects and interactions.

The low significance levels for the oxygenate variable in the full-throttle portion of Table XI indicate that there were no statistically significant differences among the oxygenates in either grade. There were large and significant differences, however, among the four engine types -- L4, L6, V6, and V8. The only other highly significant variable was oxygenate concentration level (i.e., the low level or the high level) in the regular grade fuels. This verifies the visually observed nonlinearity in these results. There appeared to be an interaction between engine type and concentration level in both grades, although the significance levels were less than 90 percent.

The part-throttle ANOVA showed the grade variable to be highly significant, meaning that the oxygenate effects differed between the two grades. The oxygenate variable was not highly significant, but the grade/concentration level interaction significance was nearly 90 percent.

Based on these ANOVA's, variables were selected for presentation and discussion in the following sections.

TABLE X

AVERAGE ROAD OCTANE NUMBERS AND ROAD OCTANE PERFORMANCE (ROP) FOR EACH CAR

Car No.	Full Thro	ROP_	Part-Thro Road ON	ttle*
1	90.30	0.08		
2	91.21	0.14		
<b>3</b>	91.81	0.20		
4	89.39	0.20	05 00	0 21
5	92.79 92.29	0.49	85.89 86.88	-0.31
7	90.73	-0.25 -0.17	84.29	-0.17 0.15
2 3 4 5 6 7 8	91.27	0.20	04.29	0.15
9	93.17	0.20		
10	90.43	-0.59		
11	88.96	-0.14		
12	89.01	0.13		
13	90.56	-0.03		
14	91.10	-0.22		
15	93.49	0.15		
16	91.61	-0.09		
17	91.89	0.22		
18	90.65	0.04		
19	92.32	0.22		
20	88.72	0.15		
21	89.23	-0.06		
22	89.98	0.05		
23	88.86	-0.21	84.46	0.37
24	86.96	-0.29		
25	92.08	0.34	88.05	0.00
26	90.13	-0.12		
27	89.37	-0.14	87.38	-0.47
28	87.28	-0.15		
29	91.14	0.42		
30	92.51	0.17		
31	93.88	-0.47		
32	91.03	0.41		
33	91.51	0.15		
34	93.15	-0.09	00 57	0.61
35 36	89.02	0.21	89.57	-0.61
36 37	90.73 88.85	-0.00	90.27 84.11	0.24
38	92.52	-0.16 -0.19	04.11	0.01
Average	90.79	0.02	86.77	-0.09
Average	JU./ J	0.02	00.77	-0.03

<sup>\*</sup> Fuel 4 was not tested in five cars; therefore, it is not included. Car 34 is not comparable to others because six fuels were not tested.

## TABLE XI

# SIGNIFICANCE OF THE VARIABLES

Variable	<u>Signifi</u> <u>Premium</u>	cance, % Regular
Full-Throttle		
Oxygenate Engine Type Oxygenate Concentration Oxygenate X Engine Type Oxygenate X Oxygenate Concentration Engine Type X Oxygenate Concentration		30.0 99.9 99.9 0.4 37.5 84.4
Part-Throttle		
Oxygenate Grade Oxygenate Concentration Oxygenate X Grade Oxygenate X Oxygenate Concentration Grade X Oxygenate Concentration	67 99 41 42 53 89	.9 .0 .5 .3

TABLE XII

### OXYGENATE AND CONCENTRATION EFFECTS

Oxygenate	Concentration Level	Unit <u>Effect</u> *	Significance, %
	Premium Grad	le	
Ethanol Ethanol Isopropanol Isopropanol Methanol Methanol MTBE MTBE Methanol/TBA TBA TBA	High Low High Low High Low High High Low	-1.42 -0.68 -1.64 2.31 -3.69 1.44 1.19 3.95 -2.62 4.97 3.06	65.4 15.4 68.9 54.6 92.5 33.5 55.0 74.8 88.4 99.9 75.1
	Regular Grad	le	
Ethanol Ethanol Isopropanol Isopropanol Methanol Methanol MTBE MTBE Methanol/TBA TBA TBA	High Low High Low High Low High High Low	2.85 8.24 5.03 5.67 5.39 7.34 6.51 9.53 4.64 3.96 9.82	87.9 99.7 99.8 95.9 98.1 98.3 99.9 99.9

<sup>\*</sup> Unit effect is the slope of the concentration curve at that concentration.

TABLE XIII

### OXYGENATE EFFECTS AT PART THROTTLE

Oxygenate	Unit Effect*	Significance, %
	Premium Grade	
Ethanol Isopropanol Methanol MTBE Methanol/TBA TBA	-11.41 - 5.75 -12.04 0.67 - 9.18 - 0.65	72.6 67.2 78.5 11.3 94.6 11.0
	Regular Grade	
Ethanol Isopropanol Methanol MTBE Methanol/TBA TBA	1.54 13.58 5.13 4.62 5.36 4.43	26.4 90.6 64.8 75.4 79.4 67.3

<sup>\*</sup> Unit effect is the slope of the concentration curve at that concentration.

### TABLE XIV

### ENGINE TYPE EFFECTS

Engine Type	Unit Effect*	Significance, %
	Premium Grade	
L4 L6 V6 V8	-0.38 4.20 3.92 -4.74	12.8 34.6 72.3 59.2
	Regular Grade	
L4 L6 V6 V8	1.74 23.32 11.77 7.61	69.3 96.2 98.8 75.9

<sup>\*</sup> Unit effect is the slope of the concentration curve at that concentration.

TABLE XV

### **OXYGENATE CONCENTRATION LEVEL EFFECTS**

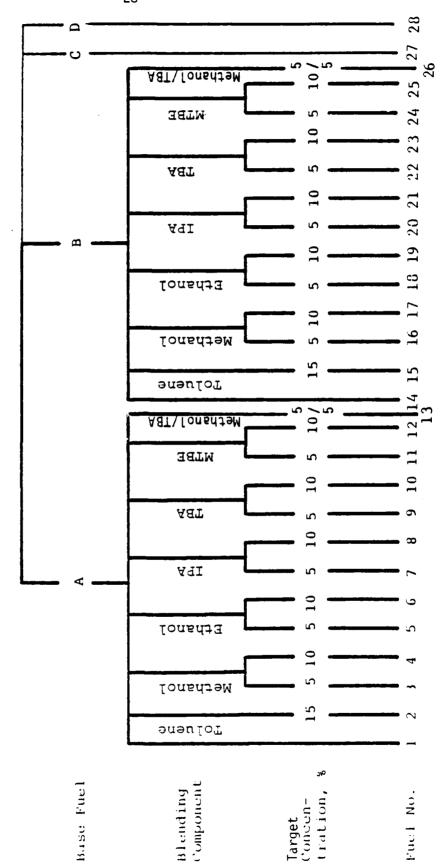
Level	Unit Effect*	Significance, %
	Premium Grade	
High High** Low	-0.47 -0.07 2.02	29.0 4.1 57.1
	Regular Grade	
High High** Low	4.68 4.72 8.12	99.8 99.8 99.9

<sup>\*</sup> Unit effect is the slope of the concentration curve at that concentration.

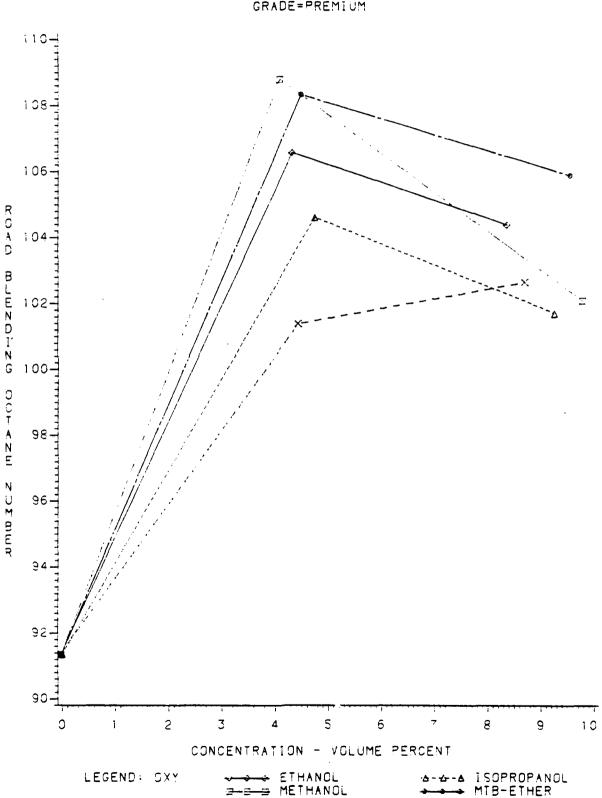
<sup>\*\*</sup> Methanol/TBA is not included in the averages, so that the results are comparable to the low concentration level results.

FIGURE 1

TEST FUEL DESIGN

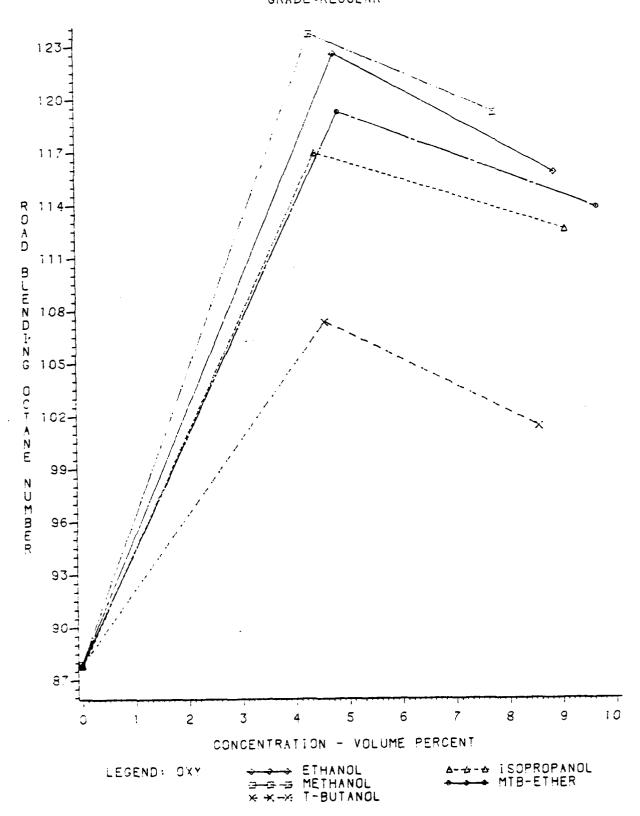


# EFFECT OF CONCENTRATION ON ROAD BLENDING OCTANE NUMBER GRADE=PREMIUM

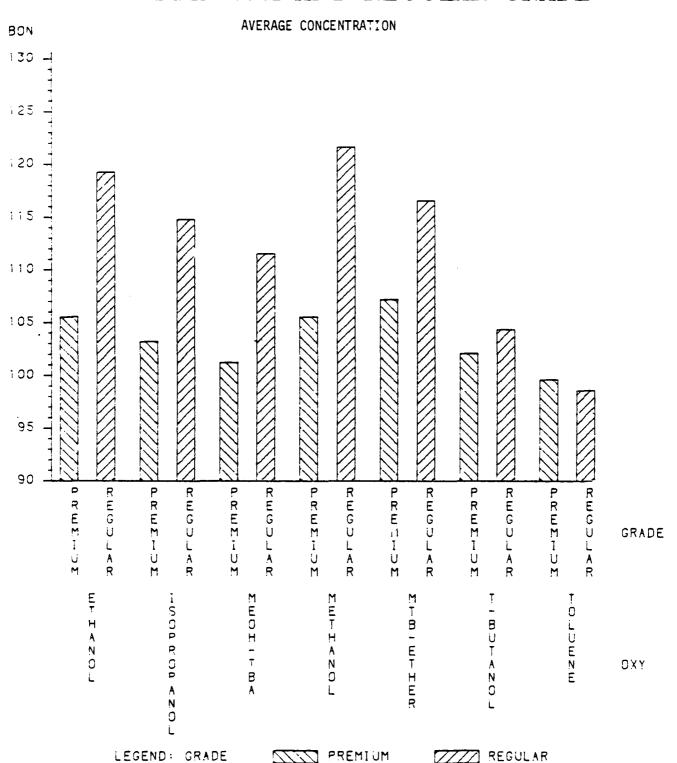


T-BUTANOL

# EFFECT OF CONCENTRATION ON ROAD BLENDING OCTANE NUMBER GRADE=REGULAR



BLENDING ROAD OCTANE NUMBERS FOR PREMIUM AND REGULAR GRADE



BLENDING OCTANE NUMBERS
FOR LABORATORY AND ROAD TESTS

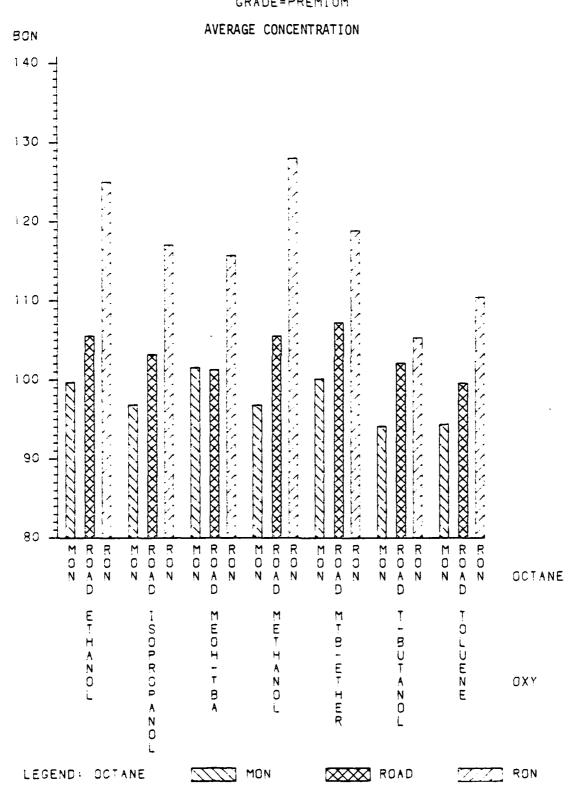


FIGURE 6

## BLENDING OCTANE NUMBERS FOR LABORATORY AND ROAD TESTS

GRADE=REGULAR

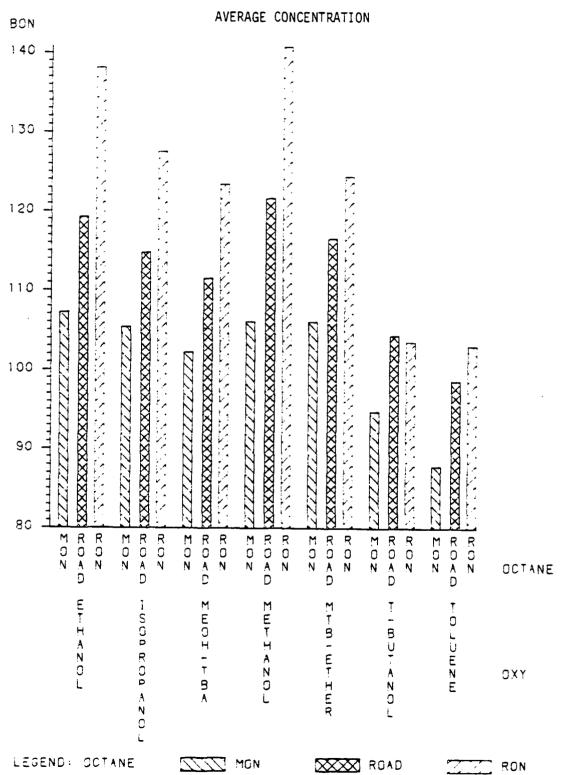
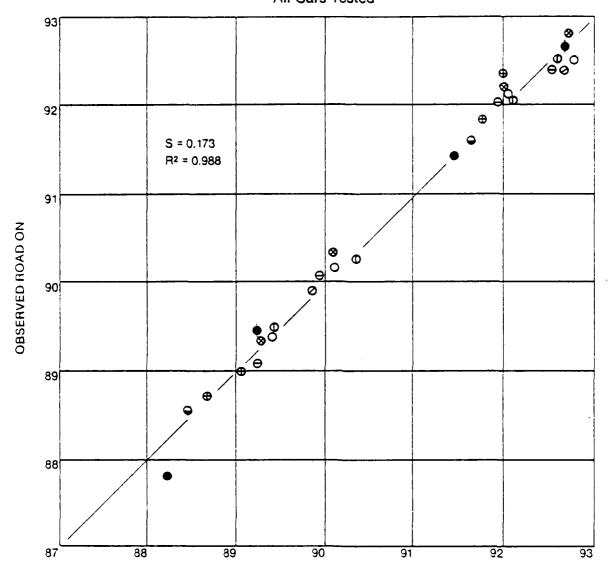


Figure 7

#### PREDICTION OF 38-CAR AVERAGE FULL-THROTTLE ROAD ON BY RON, MON EQUATION All Cars Tested



PREDICTED ROAD ON

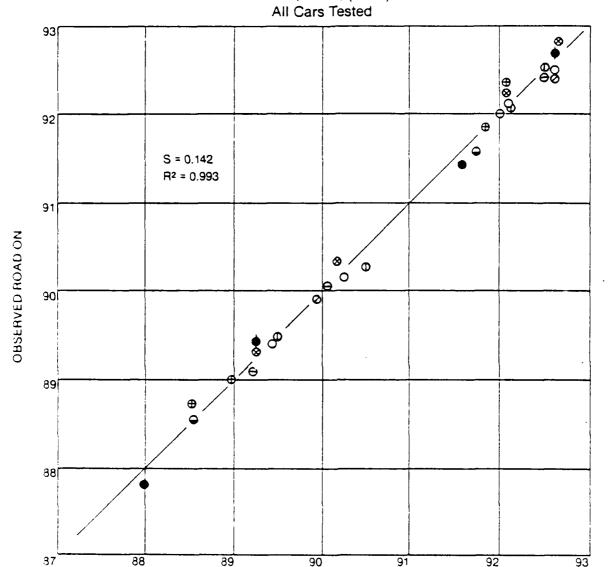
ROAD ON = 29 964 + 0.289 RON + 0.400 MON

#### LEGEND

Base Hydrocarbon Fuels	•
Base Fuels + 15% Toulene	•
Other Hydrocarbon Fuels (Numbers 27 and 28)	<b>-</b>
Base Fuel + Methanoi	0
Base Fuel + Ethanol	Φ
Base Fuel + (sopropano)	Ð
Base Fuel - Tertiary Butanol	€
Base Fuel - Methyl Tertiary Butyl Ether	8
Base Fuel - Methanol/Tertiary Butanol	Ø

PREDICTION OF 38-CAR AVERAGE FULL-THROTTLE ROAD ON BY RON, MON, (RON)<sup>2</sup> EQUATION

Figure 8



PREDICTED ROAD ON

ROAD ON = -103.187 + 3.165 RON + 0.378 MON - 0.0153 (RON)<sup>2</sup>

#### LEGEND

Base Hydrocarbon Fuels	•
Base Fuels + 15% Toulene	•
Other Hydrocarbon Fuels (Numbers 27 and 28)	<b>-</b>
Base Fuel - Methanol	0
Base Fuel - Ethanol	9
Base Fuel - Isopropanol	Э
Base Fuel - Tertiary Butanol	⋺
Base Fuel - Methyl Tertiary Butyl Ether	8
Base Fuel - Methanol/Tertiary Butanol	Ø

### 1982 FUEL RATING PROGRAM ROAD OCTANE PERFORMANCE OF OXYGENATES

#### I. Introduction

Road octane rating programs have been conducted periodically by the CRC Motor Road Test Group to investigate the relationship between the laboratory properties of a set of motor gasolines and the road antiknock performance of these fuels in a selected group of cars. The programs of 1971, 1973, 1975, and 1978 tested unleaded gasolines with a wide range of Research octane number (RON), Motor octane number (MON), and sensitivity. Variables evaluated were RON, MON, aromatics content, and olefins content. The testing was done by Road Test Group participants from the oil and automobile industries at their own laboratories. The last program, conducted in 1980, evaluated heavy aromatics content and ethanol content in addition to Research and Motor octane numbers. Because of the widespread interest in the use of alcohols and ethers as gasoline blending components, the proposed program for 1982 will evaluate several oxygenates.

The 1980 program revealed a large variation among cars and car models in their response to the test gasolines. Most of the 37 cars tested showed an adverse effect of adding heavy aromatics, and some of the cars showed beneficial effects for ethanol in the gasolines. It is believed that each engine type and transmission type is affected in a different way by the gasoline variables. The proposed 1982 program will investigate these car design features as well as the effects of oxygenates.

#### II. Objectives

In terms of the fuels, the main objective is to determine the effect on Road ON of each of five oxygenates—methanol, ethanol, isopropanol, tertiary butyl alcohol, and methyl tertiary butyl ether—independent of their effects on RON and MON. This will be done in two base gasolines, one at the regular unleaded gasoline octane level and the other at the premium unleaded gasoline octane level. Blending octane numbers will also be determined for the oxygenates.

The second objective is to evaluate the effects of engine and transmission type on the effects of the oxygenates. Up to one-half of the test cars will be used in a test design for this purpose.

#### III. Test Cars

The target is to test about 40 1982-model U.S. and imported cars. Subsets of the cars will be selected to evaluate the effects of engine and transmission types. For example, car Model K could be tested with four-cylinder engine and manual transmission, with four-cylinder engine and automatic transmission, with six-cylinder engine and manual transmission, and with six-cylinder engine and automatic transmission.

## 1982 FUEL RATING PROGRAM ROAD OCTANE PERFORMANCE OF OXYGENATES

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1982 FUEL RATING PROGRAM
ROAD OCTANE PERFORMANCE OF OXYGENATES

CRC Project No. CM-124-82

August 1981

APPENDIX B

**PROGRAM** 

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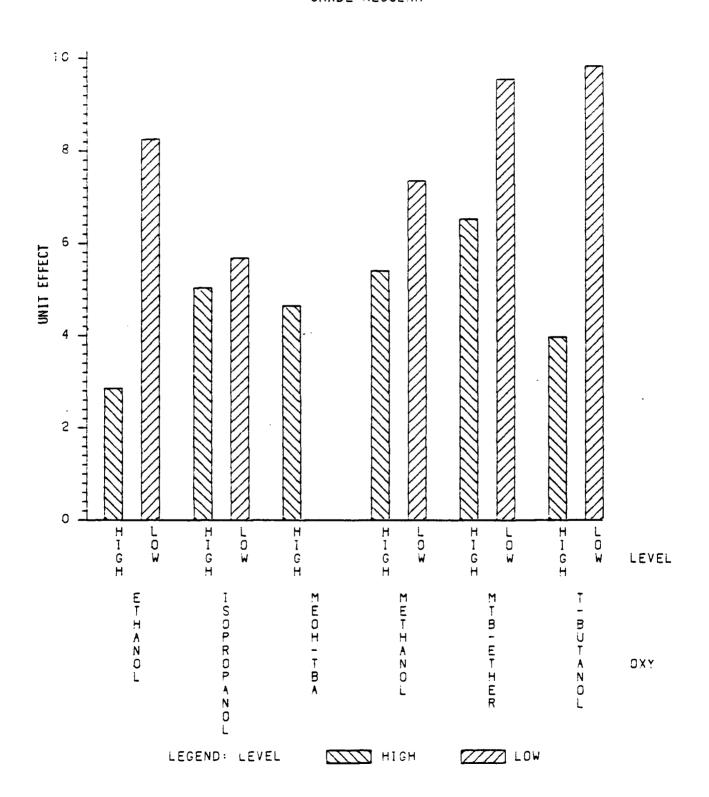
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Mobil Research and Development Corp.

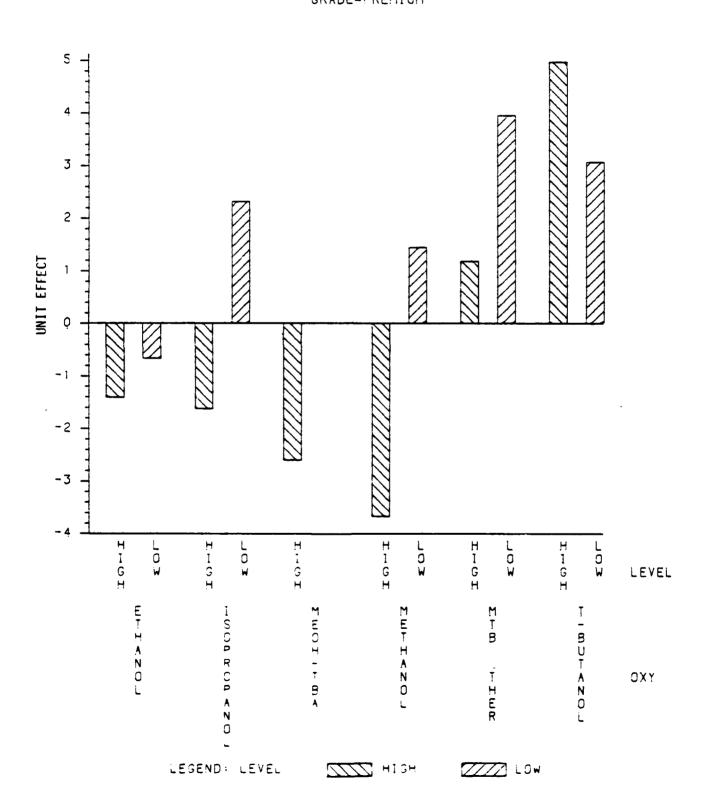
### APPENDIX A

# PARTICIPATING LABORATORIES AND MEMBERSHIP OF ANALYSIS PANEL

OXYGENATE EFFECTS
FOR LOW AND HIGH CONCENTRATIONS
GRADE=REGULAR



OXYGENATE EFFECTS
FOR LOW AND HIGH CONCENTRATIONS
GRADE=PREMIUM



ENGINE TYPE EFFECTS
FOR LOW AND HIGH CONCENTRATIONS

BASED ON MEASURED CONCENTRATIONS GRADE=REGULAR

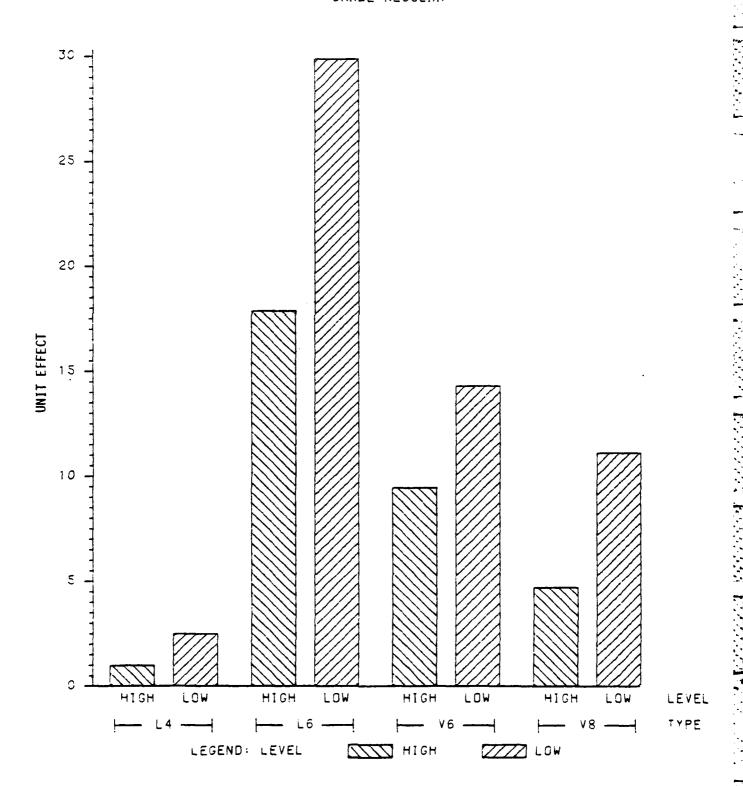
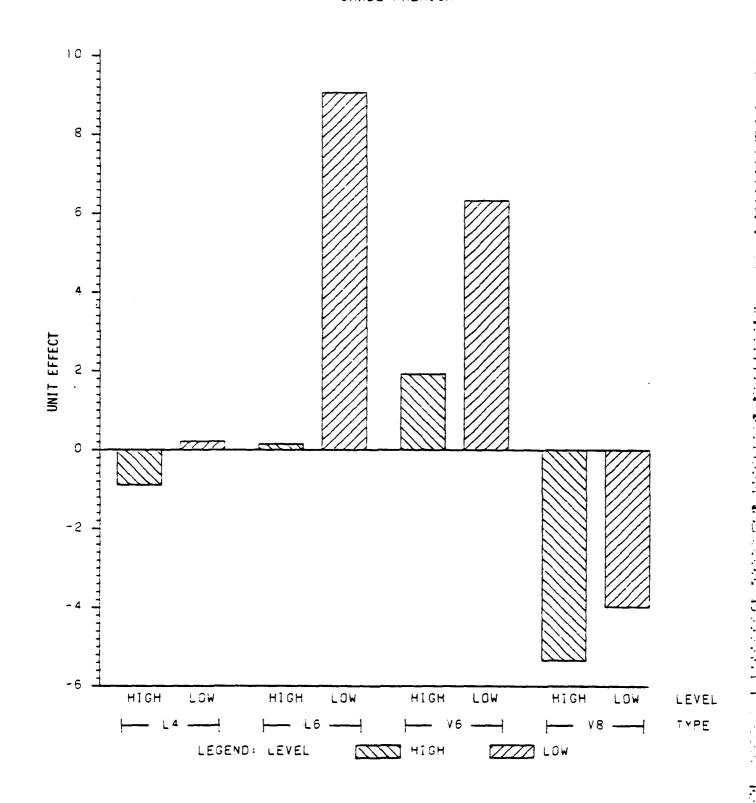


FIGURE 13

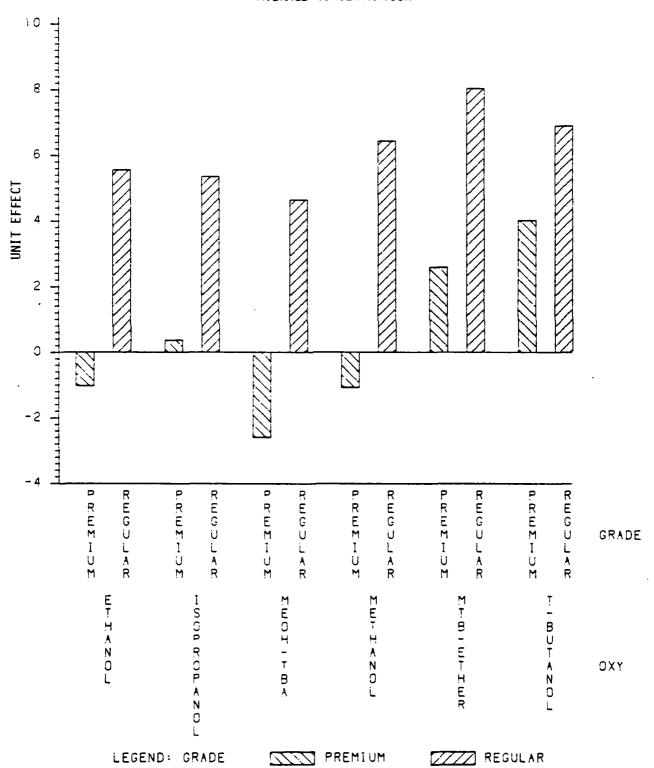
# ENGINE TYPE EFFECTS FOR LOW AND HIGH CONCENTRATIONS

BASED ON MEASURED CONCENTRATIONS GRADE=PREMIUM



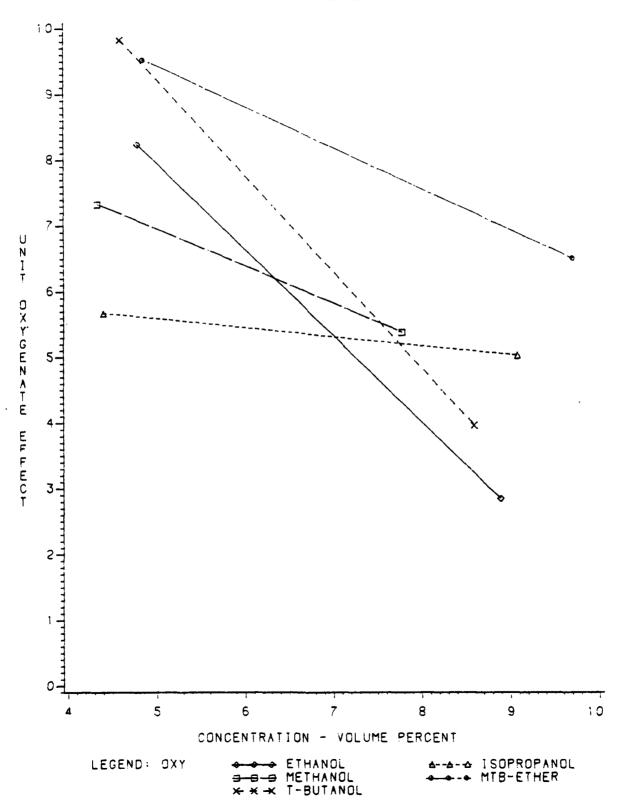
# OXYGENATE EFFECTS FOR PREMIUM AND REGULAR GRADES

AVERAGE CONCENTRATION



# EFFECT OF CONCENTRATION ON OXYGENATE EFFECT

GRADE=REGULAR



## EFFECT OF CONCENTRATION ON OXYGENATE EFFECT

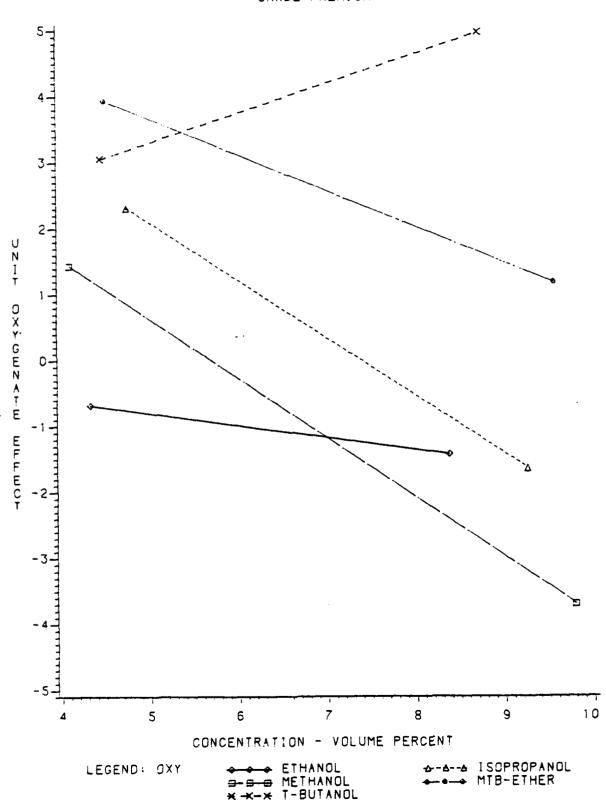
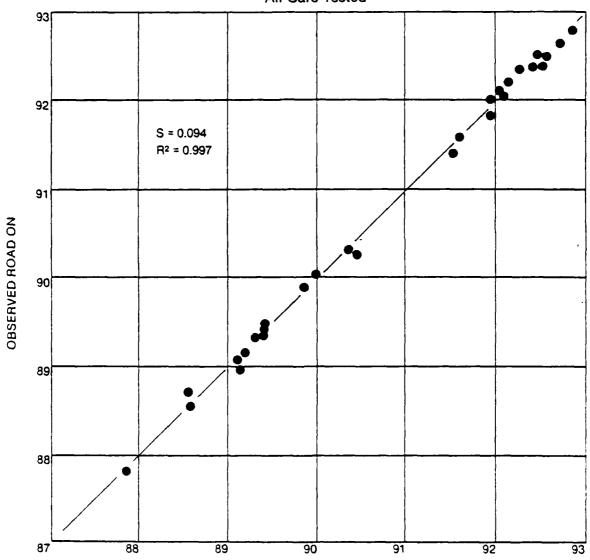


Figure 9

PREDICTION OF 38-CAR AVERAGE FULL-THROTTLE
ROAD ON BY RON, MON, (RON)2, TOLUENE, TERTIARY
BUTANOL, METHYL T-BUTYL ETHER EQUATION
All Cars Tested



PREDICTED ROAD ON

ROAD ON = -120.013 + 3.597 RON + 0.326 MON - 0.0175 (RON)<sup>2</sup>

+ 0.013 TOLUENE + 0.032 T-BUTANOL + 0.031 METHYL T-BUTYL ETHER

Other cars will be selected to provide a population of cars representative of the cars to be sold during the year 1982.

Engines of cars used for road rating the fuels in this program should not be altered from their factory configuration except as necessary for instrumentation required for the modified Uniontown technique. The cars should have at least 6000 miles and maximum octane requirements (CRC E-15 technique) of at least 86 RON with 1981 or 1982 FBRU fuels. Cars used for part-throttle ratings should have part-throttle octane requirements of at least 86 RON FBRU. In addition, spark timing should not exceed the following limits when rating any of the test fuels -- 10 degrees retarded to 25 degrees advanced relative to manufacturer's recommended basic timing.

#### IV. Test Fuels

The following oxygenates will be tested at both 5% and 10% by volume -- methanol, ethanol, isopropanol, tertiary butyl alcohol, and methyl tertiary butyl ether. In addition, methanol and tertiary butyl alcohol will be tested in combination at 5% each. As shown in Table I and Figure 1, the oxygenates will be tested in two different base gasolines; one representing regular unleaded gasolines with an (R + M)/2 of 85-86, and the other representing premium unleaded gasolines with an (R + M)/2 of 89.5-90.5. Each base gasoline will also be tested with and without 15% toluene. This will allow calculation of blending octane numbers for the oxygenates as well as toluene. Two special gasoline blends will be included to improve the evaluation of the effects of RON and MON. There will be six octane levels of the gasolines not containing oxygenates.

Test fuels specifications are shown in Table II. In addition to the usual specification for octanes, volatility, and miscellaneous items, the supplier will have to meet some special requirements. Maximum water contents are specified for the oxygenates, and the final blends will have to be clean and free of water. Each participant will check his samples for cleanliness and will run laboratory octane and volatility tests in addition to Road octane tests. R100 tests will be run to evaluate the front-end octane quality of the test fuels.

#### V. Test Procedure

All fuels are to be rated in duplicate in each car by the Modified Uniontown (CRC designation F-28-70) technique. Ratings are to be obtained at full throttle (maximum or wide open) and at the most critical part-throttle condition occurring with manifold vacuum of 4 in. Hg or greater above the full-throttle vacuum. However, part-throttle tests should not be conducted if ratings cannot be determined on all test fuels without exceeding the spark advance limits. Part-throttle ratings must be determined from part-throttle primary reference fuel curves. The fuels should be rated in a random order. At least three accelerations should be made for each rating. The maximum speed investigated for modified Uniontown rating should not exceed 60 mph.

It is recommended that portable electronic spark timing control systems be used in rating the fuels. These devices are more accurate and easier to use than other systems. More important, they are easy to install on each car; and, therefore, cars used in this type of program would be out of service for only a short time. This type of spark control can be obtained from:

Electronic Systems Design Attention: Mr. Harry E. Rueckel 317 W. University Drive Arlington Heights, Illinois 6000<sup>1</sup> Telephone: (312) 398-0550

#### VI. Data Reporting

Data should be reported to CRC prior to December 1, 1982, using data forms to be provided. To aid in analysis, each participant is requested to report the manufacturer's recommended ignition timing. Also, the basic timing relative to top dead center must be reported for each modified Uniontown fuel rating. Other important details to be reported are transmission gear for full-throttle ratings, manifold vacuum for part-throttle ratings, and complete car information as indicated on the data forms.

In all cases, each participant is requested to report data for all items included on the data report forms. To assure legible copies, each participant is requested to use a soft pencil or black ink when completing the data forms in longhand.

#### VII. Data Analysis

Analyses will be conducted on both full-throttle and part-throttle data. Multiple linear regressions will be used to determine the effects RON, MON, the oxygenates, and toluene. Subsets of the cars will be used to determine the effects of transmission type and engine type. An overall analysis will be made using all cars after sales—weighting each car.

Analysis of variance (ANOVA) techniques will be used to evaluate individual contributions of cars, engines, transmissions, fuels, various interactions, and test error to the variability of the Road octane ratings.

TABLE I
TEST FUEL DESIGN

Fuel	Base		Concentration,
No.	Gasoline	Oxygenate	Vol %
123456789011213	A 1 A 2 A A A A A A A A A A A A A A	None None Methanol Methanol Ethanol Ethanol Isopropanol Isopropanol Tertiary Butanol Tertiary Butanol MTB Ether Methanol/TBA	- 50 10 10 10 10 10 10 50 5/5
14 15 16 17 18 19 20 21 22 23 24 25 26	* * * * * * * * * * * * * * * * * * *	None None Methanol Methanol Ethanol Ethanol Isopropanol Isopropanol Tertiary Butanol Tertiary Butanol MTB Ether MTB Ether Methanol/TBA	- - 50 50 10 10 10 10 10 10 10 10 50
27 28	C <sup>5</sup> D <sup>6</sup>	None None	- -

 $<sup>^{1}</sup>$  Unleaded gasoline with (R + M)/2 = 85-86 CM and RCN-MON = 6.5-7.5 CN.

<sup>&</sup>lt;sup>2</sup>Base Gasoline A plus 15% toluene.

 $<sup>^3</sup>$ Unleaded gasoline with (R + M)/2 = 89.5-90.5 ON and RON-MON = 10-11 ON.

<sup>&</sup>quot;Base Gasoline B plus 15% toluene.

 $<sup>^{5}</sup>$ Unleaded gasoline with (R + M)/2 = 85-86 ON and RON-MON = 9.5-10.5 ON.

 $<sup>^6</sup>$ Unleaded gasoline with (R + M)/2 = 89.5-90.5 ON and RON-MON = 7-8 ON.

#### TEST FUEL SPECIFICATIONS

#### Octanes

Meet the octanes specified in Table I for Fuels 1, 14, 27, and 28.

#### Oxygenates and Toluene

Meet the specified contents within  $\pm 0.5\%$  by volume. Methanol must be anhydrous. Ethanol must be at least 198-proof CDA-19 or CDA-20. Isopropyl alcohol, tertiary butyl alcohol, and methyl tertiary butyl ether must not contain more than 1% water.

#### Water Tolerance and Cleanliness

Final blends must be clean and bright, and they must not form water haze or droplets when chilled to 32°F. These inspections should be made on samples taken from 5-gallon cans prepared for shipping.

#### Volatility - All Fuels

Reid Vapor Pressure ASTM D 86 Distillation	- 7-11 Lb*
IBP	- 90°F Minimum
10% Evaporated	- 110-150°F
30% Evaporated	- 140-195°F
50% Evaporated	- 180-250°F
70% Evaporated	- 220-300°F
90% Evaporated	- 285-370°₹
EP	- 450°F Maximum

\* Fuels 27 & 28 - 8 Lb maximum RVP.

#### Hydrocarbon Composition

Fuels 1 and 14 must be typical of unleaded regular and premium gasolines produced in the U.S. Fuels 1, 14, 27, and 28 must be blended with normal refinery components.

#### Other

Total Aromatics Conten	<del>5</del>
Fuel l	- 20-303
Fuel 14	<b>-</b> 30 <b>-</b> 405
Total Olefins Content	<b>-</b> 5 <b>-1</b> 03
Benzene Content	- 15 Naximum
Lead Content	- 0.03 g/lal. Maximum
Sulfur Content	- 0.053 Maximum
Manganese	- Mone to be Added
Antioxidant	- 5 PTB (1007 Active)
Blending Components	- Normal Refinery Components

B-10 A8T\[onsd19M WIBE AAT Aqi Егрвпој Methanol Toluene **A**BT\[onsd] MTBE AaT Aqi Етряпој Wethanol Toluene Blending Component Concentration,

TEST FUEL DESIGN

FIGURE 1

APPENDIX C

MODIFIED UNIONTOWN TECHNIQUE (CRC Designation F-28-75)

### INDEX OF APPENDIX C

### MODIFIED UNIONTOWN TECHNIQUE

(CRC Designation F-28-75)

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#### MODIFIED UNIONTOWN TECHNIQUE

(CRC Designation F-28-75)

This research technique has been developed for research purposes only and is not to be construed as a specification or standard, since the Coordinating Research Council, Inc. does not promulgate specifications or standards.

Prepared by the

Road Rating Techniques Study Panel

of the

CRC Light-Duty Octane Technology and Test Procedures Group

October 1975

Coordinating Research Council, Inc 219 Perimeter Center Parkway, Suite 400 Atlanta, Georgia 30346 (404) 396-3400

#### MODIFIED UNIONTOWN TECHNIQUE

(CRC Designation F-28-75)

#### A. SCOPE

The Modified Uniontown Test Technique is designed to determine a single road octane rating of a gasoline under level road accelerating conditions. The ratings are generally made at maximum throttle, but may be made at part throttle if desired or more critical. It is under these relatively severe conditions that the motoring public would probably encounter knock and thus be able to compare or evaluate fuel octane quality.

The Modified Uniontown Technique employs the vehicle's standard spark advance mechanism. The basic spark setting is varied until trace knock is obtained during acceleration for the primary reference fuel series and the gasoline(s) being rated. Trace knock is the lowest level of knock intensity that can be heard repeatedly.

The Modified Uniontown rating of a gasoline is the octane number of the RPF blend which would be expected to produce trace knock at the same basic spark advance as the test gasoline.

#### B. VEHICLE PREPARATION FOR TEST

The mechanical checks given below should be made as indicated. All adjustments should be made to conform with manufacturers' specifications unless otherwise specified in this section.

- Procurement Checks: The checks listed below should be made upon initial receipt of vehicle for test. The vehicle should have accumulated sufficient mileage to provide adequate break-in and achieve deposit accumulation.
  - (a) Compression pressures should be checked according to manufacturers' recommended procedures.
  - (b) Check timing mark vs. TDC on cylinder number one piston, using a dial gage or equivalent.
  - (c) Carburetors should be in good operating condition. If the vehicle is to be used for fuel rating for an extended period of time, it is recommended that carburetor mixture checks be made periodically to assure that the carburetor remains in the as-received condition.
  - (d) Check the tappet clearance against manufacturers' specifications and adjust to limits.

#### B. VEHICLE PREPARATION FOR TEST - (Continued)

- (e) Install new set of spark plugs of recommended heat range (preferably after the deposit stabilization accelerations described in E2b). For continued high-speed operation, colder plugs may be desirable.
- (f) Check distributor automatic spark advance mechanism for conformance to manufacturers' recommended specifications.
- (g) Check fuel pump as per manufacturers' recommended procedures. Replace fuel filter element.
- (h) Observe choke plate and make certain it is in wide-open position with the engine fully warmed up. Wire open automatic choke if necessary.
- (i) Check throttle opening linkage for true wide-open throttle position, freedom from sticking, etc.
- (j) Check heat valve to determine if it is free and operating normally. Allow it to function as in normal driving operation.
- (k) Check crankcase breather or emission control system to insure satisfactory operation. Check air cleaner element and replace if necessary.
- (1) Check the exhaust emission control system for proper operation.
- (m) Check the fuel system evaporative control system, and also deactivate the fuel recirculating system, if so equipped, to obviate the possibility of flooding the fuel system.
- (n) Check the operating temperature of the coolant thermostat to ascertain if it is operating correctly.
- (o) Check the automatic transmission's shift characteristics for conformance with manufacturer's specifications.
- (p) Check all belts for tightness and condition.
- 2. **Daily Checks:** The daily checks should include the items listed as (h), (i) and (j) in Paragraph 1 above, and also items listed below.
  - (a) Check tire pressure.
  - (b) Check oil level.

#### B. <u>VEHICLE PREPARATION FOR TEST</u> - (Continued)

- (c) Check coolant level and note type and freezing point of coolant used.
- (d) Operate the vehicle to test general performance characteristics, misfiring, surging, excessive noise, etc. A check of vehicle acceleration time under standard rating conditions at manufacturers' recommended spark timing would provide a good indication of overall vehicle performance.
- (e) Check brakes for safe operating and reserve pedal.
- (f) Make a visual check of the engine compartment just before start of test and periodically during testing to observe general mechanical condition of the engine. Look for water, oil and gasoline leaks, or any other sign of malfunctioning.
- 3. Weekly or 1,000 Mile Checks: Weekly or 1,000 mile checks should include items (a), (i), (j), and (k) in paragraph 1 above, and also items listed below.
  - (a) Check auxiliary fuel systems for leaks, particularly if valving is used that might permit contamination of test or reference fuels.
  - (b) Check spark plugs for misfiring and gap to manufacturers' recommended procedures.

#### C. INSTRUMENTATION

- Spark Advance Measurement: A method of accurately measuring basic spark timing should be provided. This can be done either mechanically or electronically. The equipment should be:
  - (a) Convenient to read from the passenger compartment during normal vehicle operation, unless remotely indicated or recorded.
  - (b) Capable of indicating spark timing within  $\pm$  1/2 crankangle degree.
  - (c) Unaffected by the vibrations, accelerations, or shock normal to full-throttle vehicle acceleration.

#### C. INSTRUMENTATION - (Continued)

- 2. **Spark Advance Control:** A mechanism should be provided to control spark advance from the passenger compartment. This control should be positive, with a minimum of hunting or backlash, and should not be affected by engine movement due to torque reaction.
- 3. Engine Speed Measurement: A method of measuring engine revolutions per minute should be provided which is:
  - (a) Capable of instantaneous reading and/or recording throughout the engine speed range.
  - (b) Convenient for reading from the passenger compartment during vehicle operation.
  - (c) Capable of indicating within an accuracy of  $\pm$  50 rpm and with a repeatability of  $\pm$  1% of the speed being read.
  - (d) Unaffectedd by the vibrations, accelerations, or shock normal to full-throttle vehicle accelerations.
- 4. **Manifold Vacuum Measurement:** A vacuum gage should be connected to the intake manifold and located where it can be seen by the driver. This is important for automatic transmission test cars in order that the car can be driven repeatedly at a low engine speed and at as low a manifold vacuum as possible without automatic downshifting to a lower gear.
- 5. Temperature Measurement: While temperature measurements are not directly necessary for fuel rating, they are important for checking the general operation of the engine and for controlling the operating conditions of the car when it is used on successive occasions. It is, therefore, suggested that thermocouples be installed in the following locations and the suitable instrumentation be provided to measure or record the following temperatures:
  - (a) Carburetor inlet air
  - (b) Engine coolant (block exit)
  - (c) Engine oil (sump or gallery)
  - (d) Automatic transmission oil
  - (e) Intake mixture (after stove area)

#### C. <u>INSTRUMENTATION</u> - (Continued)

- 6. **Weather Measurements:** It is suggested that the following ambient weather conditions be measured and recorded hourly during fuel rating tests:
  - (a) Temperature
  - (b) Humidity
  - (c) Barometric Pressure
- 7. Auxiliary Fuel System: An auxiliary fuel system should be provided to facilitate convenient switching from one fuel to another. The auxiliary fuel line should be connected to the inlet side of the fuel pump, should be of minimum length, and should be routed in such a way as to avoid trapping fuel vapor. Installation should give consideration to safety as well as convenience of fuel handling. To minimize mixing of test fuels during fuel changeover, it is recommended that fuel settling bowls or large filters be blocked off and/or replaced by small filter assembly with the bowl mounted in an inverted position.

If an electric fuel pump is used, the fuel pressure at the carburetor should be checked to conform with the manufacturer's recommendation.

For cars used extensively for fuel ratings, carburetor bowl drain lines connected to a pump and waste can have been found to improve the speed and completeness of fuel system draining when changing from one fuel to another.

#### D. REFERENCE FUELS

Primary reference fuel blends should be prepared in two octane number increments over the range required to bracket the fuels being rated.

#### E. TEST PROCEDURE

#### 1. Engine Warmup

To stabilize engine temperatures, a minimum of fifteen miles of operation under road load conditions at speeds of 50 to 60 mph in top gear is required.

#### E. TEST PROCEDURE - (Continued)

#### 2. Combustion Chamber Deposits Stabilization

- (a) Cars should have a minimum of 2,000 deposit miles prior to use for road octane rating. The last 500 miles should be accumulated under medium to high speed conditions to insure stabilization of combustion chamber deposits.
- (b) Just prior to conducting each series of road octane rating tests, the following deposit stabilization run should be made:
  - (1) With the vehicle fully warmed up, set the spark timing to produce approximately light knock on tank fuel or other fuel which knocks near the manufacturer's recommended spark setting. (Knock should cover the expected range of testing.)
  - (2) At the above spark setting, make several accelerations over the speed range in which road ratings are desired. The accelerations should be conducted primarily at wide-open throttle employing part throttle only as required to limit maximum knock to light intensity.

#### 3. Fuel Changeover

(a) Catalytic Device Cars

<u>Caution</u>: Because of the installation of catalytic devices on these cars, permanent damage may result if the engine runs over lean or stalls. Therefore, changeover from one fuel to another must be accomplished without running the carburetor dry.

To eliminate contamination of the new fuel with residual amounts of the previous fuel, the car will be operated under the following conditions after charging with the new fuel: operate car for 2 miles at a maximum speed of 55 mph during which time four part-throttle accelerations at approximately 4" Hg manifold vacuum are made.

- (b) Non-catalytic device cars or catalytic device cars for which the manufacturer has provided written approval to run the carburetor dry with assurance the procedure will not damage the catalytic device.
  - (1) With one- and two-barrel carburetors, the carburetor shall be run dry at 55 mph, road load, in highest gear.

TABLE E-11 (Continued)

FULL-THROTTLE ROAD ON REGRESSION EQUATIONS

All-Car Averages; 38 Cars; Road ON Mean # 90.792

Coefficients\*

					E-3						
	Methanol/ t-Butanol										
	Methyl t-Butyl f ther										
	Terttary Butanol										
	lso- propanol	312 -									
	Ethanol	-111-									
	Methanol Ethanol	010									-0.016 (0.272)
	Toluene Oxygenates	67								$(0.001 \over 0.938)$	
. 2 .	Toluene	80							0.006 (0.466)		
Coerricients	001-₩v			0.024 (0.417)	-0.025 (0.751)		(0.033)	-0.089 (0.304)			
	Δ R-100	90	0.014		0.025 (0.498)	0.026 (0.144)		0.064			
	(MON) <sup>2</sup>	- S				-0.0282 (0.069)	$\frac{-0.0250}{(0.113)}$	$\frac{-0.0277}{(0.074)}$			
	(RON) <sup>2</sup>	40	-0.0153 (0.001)	-0.0157 (0.001)	-0.0149 (0.003)						
!	(R+M)/2										
	MON .		0.376 (0.0001)	0.377	0.376 (0.0001)	5.100 (0.050)	4.565 (0.084)	5.009 (0.054)	0.402 (0.0001)	0.400	0.385
	RON	-10-	3.158 (0.0006)	3.230 (0.0005)	3.087 (0.001)	(0.0001)	0.310	0.317	0.288 (0.0001)	0.289	0.299 (0.0001)
	Constant	0	-102.359 (0.010)	-105.661 (0.009)	-99.236 (0.018)	-168.000 (0.120)	-145.352 (0.185)	-164.311 (0.128)	29.882 (0.0001)	29.958 (0.0001)	30.309
	8	¥	0.993	0.993	0.993	0.990	0.990	0.991	0.989	0.988	0.989
	Std.		0.142	0.143	0.145	0.165	0.170	0.165	0.175	0.177	0.172
	j	-	60	o	2	=	12	13	<b>±</b>	15	91

\* See last page.

TABLE E-11

FULL-THROTTLE ROAD ON REGRESSION EQUATIONS

All-Car Averages; 38 Cars; Road ON Mean = 90.792

+	Methanol/ t-Butanol									
	Nethyl t-Butyl Ether									
	Tertiary Butanol b13									
	Iso- propanol <u>b</u> 12									
	Ethanol									
	Methanol b10									
i	A M-100 Toluene Oxygenates Methanol Ethanol									
nts*	Toluene b8									
Coefficients*	Δ N- 100								0.013	-0.094 (0.300)
	Δ R-100 b6							0.015		0.056 -0.094 (0.201) (0.300)
	(MON) <sup>2</sup> bs						$\frac{-0.0205}{(0.164)}$			
	(RON) <sup>2</sup> b4					-0.0153 (0.001)				
	(R+H)/2 b3				0.655					
	MON b2		0.904 (0.0001)	0.400		0.378 (0.0001)	$\frac{3.815}{(0.122)}$	0.399	0.400	0.395
	RON b1	0.488 (0.0001)		0.289		3.165 (0.000)	0.309	0.287	0.287	30.053 0.292 (0.0001) (0.0001)
	Constant*	45.106 (0.0001)	14.465 (0.0006)	29.964 (0.0001)	32.481 (0.0001)	-103.107	-114.050	30.239 (0.0001)	30.160	30.053 (0.0001)
	R 2	0.963	0.942	0.988	0.988	0.993	0.989	0.989	0.988	0.989
	Std. Dev.	0.303	0.380	0.173	0.176	0.142	0.170	0.174	0.176	0.174
	£gn.	~	<u> </u>	-	~	ET.	•	S	9	,

\* See last page.

TABLE E-I

ROAD OCTANE EQUATIONS

	Standard Deviation	_R <sup>2</sup>	Constant*	Coeffi RON	icients*
1	0.376	0.960	22.517	0.362	0.401
	0.251	0.980	27.629	0.375	0.337
3	0.361	0.942	37.989	0.288	0.318
2 3 4	0.298	0.935	44.618	0.177	0.334
Ś	0.655	0.905	15.950	0.366	0.504
6	0.780	0.796	31.643	0.244	0.449
7	0.372	0.922	38.332	$\frac{0.172}{0.172}$	$\frac{0.445}{0.431}$
5 6 7 8	0.548	0.930	13.649	0.334	0.549
9	0.495	0.969	9.903	0.815	0.082
10	0.727	0.838	14.383	0.085	$\frac{0.802}{0.806}$
11	0.521	0.860	38.383	$\frac{0.033}{0.211}$	0.365
12	0.449	0.885	31.304	0.055	0.623
13	0.508	0.769	48.443	$\frac{0.057}{0.057}$	0.435
14	0.754	0.828	37.837	0.440	0.142
15	0.319	0.975	26.140	0.473	0.273
16	0.699	0.583	48.965	-0.043	0.552
17	0.466	0.532	74.984	0.120	0.067
18	0.343	0.945	31.770	0.178	0.500
19	0.571	0.824	36.654	0.119	0.503
20	0.314	0.903	47.551	0.098	0.379
21	0.648	0.892	15.704	0.292	0.547
22	0.382	0.918	36.534	0.155	0.461
23	0.889	0.774	31.773	0.358	0.279
24	1.444	0.477	45.684	0.371	0.055
25	0.490	0.955	15.256	0.509	0.345
26	0.994	0.564	63.086	0.406	-0.130
27	0.592	0.656	69.168	0.296	-0.089
28	0.576	0.817	44.039	0.248	0.237
29	0.691	0.955	<u>-17.755</u>	0.743	0.465
30	0.529	0.936	19.287	0.416	0.406
31	0.475	0.944	26.160	0.447	0.306
32	0.662	0.888	<u> 15.199</u>	0.261	0.608
33	0.357	0.951	22.620	0.141	0.659
34	0.451	0.966	<u>-5.317</u>	0.586	0.527
35	0.770	0.728	28.013	0.008	0.714
36	0.664	0.725	42.015	0.072	0.497
37	0.373	0.940	26.376	0.166	0.556
38	0.756	0.941	<u>-19.689</u>	0.576	0.670
All Car Average			30.023**	0.289	0.399

<sup>\*</sup> Constant and coefficients not significant at the 95% confidence level (PR >0.05) are underlined.

<sup>\*\*</sup> Calculated from Road ON, RON, and MON means and averaged RON and MON coefficients. Average constant from equations is 29.916.

APPENDIX E

ROAD OCTANE EQUATIONS

	GRADE=REGULAR	OXY = M	TBE2	·	
OBS	AVGCONC	CONC	DIFF		
98 .99	0.0970 0.0970	0.075	0.025 -0.005	• • •	<u></u> !
100	0.0970	0.117	-0.017		
10.1 102	0.0970 0.0970		0.004 0.008		
					<u> </u>
	- GRADE=REGULA	R () XY =	TBA 1	*****	
OBS	AVGCONC	CONC	DIFF		
103	0.0460		0.008		
104	0.0460	0.048	0.002	•	ار آ
105	0.0460	0.051	-0.001		•
106 107	0.0460 0.0460		0.007 0.004		
107	0.0400	0.040	0.004		
	- GRADE=REGULA	R = OXY =	TBA2		
OBS		R OXY =	TBA2 DIFF		
OB:	AVGC()N C 3 0.0860	CONC 0.091	D1FF		
0B9 1 08 1 09	AVGCONC  0.0860 0.0860	CONC 0.091 0.084	D1FF 0.009 0.016		
0B: 1 08 1 10	AVGCON C  0.0860 0.0860 0.0860	CONC 0.091 0.084 0.100	DIFF 0.009 0.016 0.000		
0B9 1 08 1 10 1 1	AVGCON C  3 0.0860  9 0.0860  0.0860  0.0860	CONC 0.091 0.084 0.100 0.068	DIFF 0.009 0.016 0.000 0.032		
0B: 1 08 1 10	AVGCON C  3 0.0860  9 0.0860  0.0860  0.0860	CONC 0.091 0.084 0.100	DIFF 0.009 0.016 0.000		
OBS 1 OS 1 1 C 1 1 C	AVGCON C  3 0.0860  9 0.0860  0.0860  0.0860	0.091 0.084 0.100 0.068 0.087	DIFF 0.009 0.016 0.000 0.032 0.013		
OBS 1 OS 1 1 C 1 1 C	AVGCON C  3	0.091 0.084 0.100 0.068 0.087	DIFF 0.009 0.016 0.000 0.032 0.013		
OBS	AVGCON C  B 0.0860 0.0860 0.0860 0.0860 0.0860 - GRADE=REGULA AVGCON C  B 0.0444	CONC  0.091 0.084 0.100 0.068 0.087  R	DIFF  0.009 0.016 0.000 0.032 0.013  TBA3 DIFF 0.005		
OBS	AVGCON C  B 0.0860 0.0860 0.0860 0.0860 0.0860 0.0860 AVGCON C  B 0.0444 0.0444	CONC  0.091 0.084 0.100 0.068 0.087  R	DIFF  0.009 0.016 0.000 0.032 0.013  FTBA3 DIFF  0.005 0.010	· ·	
OBS	AVGCON C  3	CONC  0.091 0.084 0.100 0.068 0.087  R	DIFF  0.009 0.016 0.000 0.032 0.013  TBA3 DIFF  0.005 0.010 0.003		
OBS	AVGCON C  3	CONC  0.091 0.084 0.100 0.068 0.087  R	DIFF  0.009 0.016 0.000 0.032 0.013  FTBA3 DIFF  0.005 0.010		

NOTE: DIFF = Nominal minus Measured Concentration.

	GRADE	=REGULAR	OXY=IPA	12	 }
()B	5 AVG	CONC (	CONC	DIFF	
74 75 76 77 78	0.0° 0.0° 0.0° 0.0°	908 908 908	0.094 0.105 -	0.026 0.014 0.006 -0.005 0.005	
	- GRADE=	REGULAR	OXY=MEOH		 [
0	BS AV	CONC	CONC	DI FF	
7 8 8 8 8	0 0.0 1 0.0 2 0.	0434 0434 0434 0434 0434	- • •	0.007 0.004 0.006 0.003 0.013	
	- GRADE=	REGULAR	OXY=MECH	H2	  
ОВ	S A VG	CONC	CONC	DIFF	
84 85 86 87 88	0.0 0.0 0.0	778 778 778	0.072 0.061 0.106	0.017 0.028 0.039 -0.006 0.033	
	- GRADE=	REGULAR	OXY=MEO	H3	 
		GCONC	CONC	DIFF	
Ģ	0 0.	0440 0440 0440 0440	0.044 0.042 0.046 0.044	0.006 0.008 0.004 0.006	
	- GRADE=	REGULAR	OXY=MTB	El	 !
OB	S AVG	CONC	CONC	DIFF	
93 94 95 96 97	0.0	486 486 486 486 486	0.063	0.017 -0.002 -0.013 -0.001 0.006	
71	U • ()	,,,,,	<b>∵• ∪</b> · <del>-</del>	3000	

NOTE: DIFF = Nominal minus Measured Concentration.

	GRADE=PRE	=YXO MUIM	TBA2		
0	ES AVGCON	C CONC	DIFF		
	0 0.0872 1 0.0872		0.009		
5	0.0872 0.0872 3 0.0872	0.100	0.000		
	4 0.0872		0.013		
	GRADE=PRE	MIUM OXY=	TBA 3		
ОВ	S AVGCONC	CONC	DIFF		
55 56		0.046 0.049	0.004 0.001		<u> </u>
57	0.0492	0.050	0.000		
58 59		0.048 0.053			
* *	- GRADE=REGU	LAR OXY=F	тон 1		
ов	S AVGCONC	CONC	DIFF		
60 61		0.044 0.048	0.006 0.002		•
62	0.0480	0.047	0.003		·
63 64		0.054 0.047	-0.004 0.003		
	- GRADE=REGU	LAR OXY=E	TOH2		
O	ES AVGCON	C CONC	DIFF	٠	
	5 0.0890 6 0.0890		0.013		
6	7 0.0890	0.088	0.012		
	9 0.0890		0.007 0.010		
·	- GRADE=REG				
	GRADE-REG	OLAR OAI-	1741		
0	BS AVGCON	C CONC	DIFF		
	0 0.0440		0.015		
7	i 0.0440 2 0.0440	0.045	0.002 0.005		£.
7	3 0.0440	0.048	0.002		কৃ

NOTE: DIFF = Niminal minus Measured Concentration.

 GR	ADE=PREMIUM	()XY=	MEOH2	
				÷
OBS	AVGCONC	CONC	DIFF	
25	0.0980	0.091	0.009	·.
26	0.0980	0.102	-0.003	
27	0.0980	0.092	0.008	·
28	0.0980	0.106	-0.006	
29	0.0980	0.099	0.001	
				إس
 GR	ADE=PREMIUM	()XY=	MEOH3	
OBS	AVGCONC	CONC	DIFF	
()[]	AVOCONC	CONC	ULFF	
30	0.0478	0.048	0.002	-
31	0.0478	0.041	0.009	ic control of the con
32			-0.003	\(\frac{1}{2}\)
33	0.0478	0.044	0.006	Ç.
34		0.053	-0.003	
				• • • • • • • • • • • • • • • • • • •
 GR	ADE=PREMIUM	()XY =	MTBEI	
				34
OBS	A VGCONC	CONC	DIFF	
25	0.0450	0 022	0.010	i de la companya de
35 36	0.0450		0.018	<del>-</del> .
37	0.0450		0.004	
38	0.0450 0.0450	0.053	-0.003	
39		0.050	0.000	<u></u>
34	0.0450	0.044	0.006	
 GR	ADE=PREMIUM	()XY=	MTBF2	·
OBS	A VGCONC	CONC	DIFF	
				<b>.</b>
40		0.071	0.029	•
41		0.105	-0.005	
42		0.106	-0.006	
43	0.0956	0.093	0.007	
44	0.0956	0.103	-0.003	
	24 DE - D DE KI UU		77.0 4.1	Ë
 <del></del> 6	RADE=PREMIUM	ı () XY :	=TBAI	
oBS	AVGCONC	CONC	DIFF	
		2.,,,,	~ 4 1 1	
45	0.0446	0.047	0.003	
46	0.0446	0.042	0.008	: ·
47	0.0446	0.046	0.004	
48	0.0446	0.044	0.006	
4.9	0.0446	0.044	0.006	
				•

NOTE: DIFF = Nominal minus Measured Concentration.

(	GRADE=PREMIUM	OXY=E	TOH1		
OBS	AVGC0N C	CONC	DIFF		
1 2 3	0.0434 0.0434 0.0434	0.041 0.045 0.042	0.009 0.005 0.008		
4	0.0434	0.042	0.006		
5	0.0434	0.045	0.005		
	GRADE=PREMIUM	OXY=E	TOH2		
OBS	AVGCONC	CONC	DI FF		
6	0.0838	0.084	0.016		
7	0.0838	0.094	0.006		
8	0.0838	0.079	0.021		÷,≒
9	0.0838	0.073	0.027		.:
10	0.0838	0.089	0.011		
	GRADE=PREMIL	JM OXY=1	[PA1		
OBS	AVGCONC	CONC	DIFF		
11	0.0474	0.034	0.016		
12	0.0474	0.050	0.000		•
13	0.0474	0.043	0.007		
14	0.0474	0.062	-0.012		
15	0.0474	0.048	0.002		
	GRADE=PREMIU	JM () XY=]	IPA2		
OBS	AVGCONC	CONC	DIFF	•	
16	0.0925	0.074	0.026		-
17	0.0925	0.096	0.004		
18	0.0925	0.100	0.000		
19	0.0925	0.100	0.000		
(	GRADE=PREMIUM	()XY=ME	EOH!		
OBS	AVGCON'C	CONC	DIFF		
20	0.0410	0.039	0.011		
21	0.0410	0.041	0.009		
22	0.0410	0.043	0.007		1.5
23	0.0410	0.040	0.010		THE
24	0.0410	0.042	0.003		

NOTE: DIFF = Nominal minus Measured Concentration.

APPENDIX D

MEASURED OXYGENATE CONCENTRATIONS

## F. REPORT AND INTERPRETATION OF DATA\*

- Calculate average basic spark advance for each fuel. Where rechecks have been run, use all valid spark advance observations.
- 2. Establish basic spark advance vs. octane number curve for reference fuels.
- 3. Obtain the octane number rating of each test gasoline by determining the octane number corresponding to the average basic spark advance value. The octane number is reported with the speed of maximum knock.
- 4. The reproducibility\*\* of the Modified Uniontown Road Octane Number Test has been found to be about one octane number. Therefore, it is recommended that when the result of a single determination is to be reported it should be rounded off to the nearest 0.5 number. However, when multiple ratings are obtained, these individual ratings should not be rounded off, but the average may or may not be, depending on the individual laboratory's testing errors, and the ultimate utilization of the rating number.

<sup>\*</sup> All calculations described herein may be accomplished either manually or by E.D.P. (electronic data process).

<sup>\*\*</sup> Reproducibility is a quantitative expression of the random error associated with single determinations at different laboratories of a property of an identical material utilizing the same method. It represents the maximum difference between such measurements which would be expected to be exceeded in a given percentage of cases.

The reproducibility figures quoted above are calculated for one standard deviation which is normally exceeded in about 30% of the cases. Reproducibility is currently defined as the square root of the total testing variance minus the fuel variance.

<sup>(</sup>It must be noted that this reproducibility figure does not correspond to that of ASTM, which is normally exceeded in only one case out of 20.)

## E. TEST PROCEDURE - (Continued)

- (c) Subsequent accelerations should be spaced at relatively constant time increments in order that repeatability of testing conditions is assured. Excessive braking between accelerations should not be utilized as temperature equilibria may not be reached before each successive acceleration is commenced. Experience with a particular vehicle and/or testing condition may dictate otherwise, but a time period of approximately 20 seconds between successive accelerations with several seconds at constant speed before the start of each acceleration is considered satisfactory to yield reproducible results.
- (d) The first one or more accelerations is exploratory, to enable the operator to become acquainted with the knocking characteristics of the fuel. At least two accelerations are made for recording of data. Basic spark advances required for trace knock intensity are recorded with the corresponding speed range of knocking.
- (e) With adequate instrumentation and adherence to procedural details, basic spark advances for trace knock accelerations generally will not differ more than one crankshaft degree. In such instances, two trace knock accelerations shall suffice and the average of the spark settings for the two accelerations shall be reported for the fuel.

If the spark advances for the first two trace knock accelerations will differ by more than one degree, one or more additional accelerations shall be made as required to establish a good average spark setting.

(f) It is recommended that at least four different reference fuels be run to establish a reference fuel framework before running the test gasolines. Additional reference fuels should be interspersed with the test gasolines to complete the reference fuel framework in two octane number increments. Several reference fuels should be rechecked at intervals.

## E. TEST PROCEDURE - (Continued)

- (c) Care should be taken not to operate at greater than light knock intensity because of the effect on combustion chamber temperatures and knock intensity during the remainder of the acceleration.
- (d) Excessively advanced or retarded ignition timings may lead to abnormal fuel ratings. Where possible, road rating determinations should be made within the range of 15 degrees advance to 10 degrees retard from the manufacturers' standard spark advance (recommended basic ignition timing plus centrifugal spark advance) at any speed.
- (e) The speed range investigated will normally extend to 3,000 rpm, but where conditions necessitate, should be extended beyond.

### 5. Details of Observations

(a) The vehicles should be accelerated from as low a speed as practicable to as high a speed as desired. For manual transmission cars, the acceleration should be made in highest gear from the lowest speed giving reasonably smooth operation; the minimum engine speed will normally be about 700 rpm.

In the case of automatic transmission cars, the critical rating condition is dependent upon the transmission control system and may vary considerably among car makes. Operating characteristics of each vehicle should be explored to determine the drive ratio and throttle position which will allow operation at or near wide-open throttle over the widest range of engine speed with the gear selector in <u>Drive</u> position. It may be expedient to decrease intake manifold vacuum during the acceleration in accordance with a schedule predetermined for the particular test car.

(b) Adjust basic spark timing to produce knock of trace intensity over as narrow a speed range as possible during the acceleration. Trace knock is defined as the lowest level of knock that is readily and constantly discernible to the ear. It is NOT the threshold between knock and no knock. Generally, the spark setting should not be changed during an acceleration except when encountering heavy knock. All comparative tests with different fuels must be made at the same trace knock intensity over the same speed range, recognizing that all fuels may not knock in the same portion of the speed range.

## E. <u>TEST PROCEDURE</u> - (Continued)

(2) With four-barrel carburetors, the primary float chamber shall be run dry at 55 mph, road load in highest gear. The secondary float chamber shall be run dry by going to wide-open throttle for short periods of time, being careful to avoid excessively high engine speeds. This must be accomplished in passing gear on those vehicles in which the secondary throttle plates are mechanically actuated by depressing the throttle beyond the detent position.

Caution: In cars equipped with automatic transmissions, care should be taken to maintain the car speed sufficiently high to keep the engine turning over. This is especially important to cars equipped with power brakes since a serious safety hazard may be encountered with a dead engine.

- (c) Charge the fuel system with a new test fuel and repeat the operations described in paragraphs (a) or (b).
- (d) After fuel changeover, make one preliminary acceleration before beginning Vehicle Rating Procedure and operate one-half mile at 50 to 60 mph, road load, to obtain stabilized conditions.

## 4. Operating Conditions

(a) The vehicles should be tested at or as near maximum throttle as possible over the widest practicable speed range.

In the case of manual transmissions, this is wide-open throttle in top gear.

In the case of automatic transmissions, it is dependent upon the transmission control system and may vary considerably among car makes. Operating characteristics of each vehicle should be explored to determine the drive ratio which will allow operation at or near wideopen throttle over the widest range of engine speed.

(b) Fuel ratings should be run on a smooth, level, straight road in either direction as long as audibility of knock is not affected by the wind. Tests shall not be conducted during periods of rain or rapidly changing weather conditions. Fuel ratings may also be run on a chassis dynamometer with proven good road correlation.

IABLE E-11 (Continued)

# FULL-THROTTLE ROAD ON REGRESSION EQUATIONS

All-Car Averages; 38 Cars; Road ON Mean \* 90.792

			-4							
	Methanol/ t-Butanol 					-0.016 (0.279)				
	Methyl t-Butyl Ether bl4				$ \begin{array}{c} 0.023 \\ (\overline{0}.\overline{0}\overline{6}\overline{4}) \end{array} $					
	Tertiary Butanol b13			0.018 (0.188)						
	iso- propanol b12-		-0.004 (0.759)							
	Ethanol b11	-0.009 (0.498)								-0.013 (6.256)
	Methanol b10								$\frac{-0.013}{(0.777)}$	
	Oxygenates Methanol							0.001 (0.859)		
nts*	Toluene bg						0.009 (0.207)			
Coefficients*	AM-100									
)	ΔR-100 b6									
	(MON) <sup>2</sup> bs									
	(RON) <sup>2</sup> b4						-0.0159 (0.001)	-0.0153 (0.002)	-0.0150 (0.002)	-0.015? (0.001)
	(R+M)/2 b3									
	MON D2	0.397	0.401	0.389	0.377	0.410	0.379	(0.0001)	0.366 (0.0001)	0.372 (0.0001)
	ROM b1	0.292 (0.0001)	0.289	0.297	0.300	0.285 (0.0001)	3.265 (0.0004)	3.169 (0.0007)	3.110 (0.0007)	3.250 (0.0004)
	Constant*	29.943 (0.0001)	29.883 (0.0001)	30.126 (0.0001)	30.852 (0.0001)	29.504 (0.0001)	-107.378 (0.007)	-103.398 (0.011)	-99.644 (0.012)	-107.116 (0.008)
	R 2	0.989	0.988	0.989	0.990	0.989	0.993	0.993	0.993	0.993
	Std.	0.175	0.177	0.170	0.164	0.173	0.140	0.145	0.141	0.141
	Eqn.	11	2	61	90	2	22	23	24	52

<sup>\*</sup> See last page.

E-5

IABLE E-11 (Continued)

では、10mm

## FULL-THROTTLE ROAD ON REGRESSION EQUATIONS

All-Car Averages; 38 Cars; Road ON Mean = 90.792

		E-5			•				
Methanol/ t-Butanol 				-0.016 (ñ.173)					
Methyl t-Butyl Ether			0.023 (0.020)						
lertiary Butanol bi3		0.023 (0.039)							
iso- propanol biz	-0.006 (0.586)								-0.006 (0.632)
Ethanol b11								-0.014 (0.298)	
Methanol b10							$\frac{-0.023}{(0.114)}$		
Oxygenates bg.						-0.004 (0.722)			
					0.007 (0.388)				
δ M- 100 b7									
Δ R-100 b6									
(MON) <sup>2</sup> bs					-0.0215 (0.148)	-0.0221 (0.160)	-0.0268	-0.0240	-0.0213 (0.158)
(RON) <sup>2</sup> b4	-0.0154 (0.002)	-0.0163	-0.0153 (0.0006)	-0.0154 (0.001)					
(R+M)/2 <u>b</u> 3									
MON D2	0.378 (0.0001)	0.362 (0.0001)	0.354 (0.0001)	0.387	3.987 (0.110)	4.093 (0.121)	4.849 (0.053)	4. 395 (6.084)	3.952 (0.118)
RON b <sub>1</sub>	3.187 (0.0006)	3.555 (0.0001)	3.181 (0.0002)	3.172 (0.0005)	0.309	0.310 (0.0001)	0.330	0.317 (0.0001)	0.310 (0.0001)
Constant*	-104.363 (0.010)	-129.595 (0.004)	-102.682 (0.005)	-103.714 (0.008)	-121.448 (0.242)	-126.183 (0.252)	-158.369 (0.129)	-138,796 (0.190)	-119.999 (0.254)
R 2	0.993	0.994	0.994	0.993	0.990	0.989	0.990	0.990	0.989
Std.	0.144	0.132	0.129	0.139	0.171	0.172	0.164	0.169	0.172
Egn.	92	12	88	62	8	33	32	33	<b>*</b>
	Std. Constant* ROM WON (R+H)/2 (RON) <sup>2</sup> (MON) <sup>2</sup> $\Delta$ R-100 $\Delta$ H-100 Toluene Oxygenates Methanol Ethanol propanol Butanol Ether Dev. R <sup>2</sup> b <sub>0</sub> b <sub>1</sub> b <sub>2</sub> b <sub>3</sub> b <sub>4</sub> b <sub>5</sub> b <sub>5</sub> b <sub>5</sub> b <sub>5</sub> b <sub>8</sub> b <sub>9</sub> b <sub>10</sub> b <sub>10</sub> b <sub>11</sub> b <sub>12</sub> b <sub>13</sub> b <sub>14</sub>	Std. Constant* ROM WON (R+M)/2 (ROM) <sup>2</sup> (MOM) <sup>2</sup> $\Delta$ R-100 $\Delta$ M-100 Toluene Oxygenates Methanol Ethanol Dropanol Butanol Ether Capev. R <sup>2</sup> $\Delta$ Do. Da. Da. Da. Da. Da. Da. Da. Da. Da. Da	Std. R <sup>2</sup> Constant* ROW NOW (R+M)/2 (ROW) <sup>2</sup> (ROW) <sup>2</sup> $_{0}$ R-100 $_{0}$ M-100 Toluene Oxygenates Methanol Ethanol Butanol 4-Butyl Methanol/ $_{0}$ Butanol Ethanol $_{0}$ Butanol Ethanol $_{0}$ Butanol Ethanol $_{0}$ Hethanol/ $_{0}$ Butanol $_{0}$ Hethanol/ $_{0}$ Butanol $_{0}$ Hethanol/ $_{0}$ Butanol $_{0}$ Hethanol/ $_{0}$ Butanol/ $_{0}$ Bu	Std. R <sup>2</sup> Constant* ROW NOW (R+H)/2 (ROW) <sup>2</sup> (RO	Std. R <sup>2</sup> Lonstant* ROM KNON (R+H)/2 (ROM) <sup>2</sup> (MON) <sup>2</sup> (M	Std. R2 Constant* R0M HOM (R+M)/2 (ROM) <sup>2</sup> (MOM) <sup>2</sup> o R-100 o M-100 Toluene Oxygenates Methanol Ethanol propanol Butanol (1-Butanol 1-Butanol 1-Bu	Std.   R   2   Constant*   RONH   HONH   (R.HH)/2   (RONH) <sup>2</sup>   (RONH) <sup>2</sup>   (RONH) <sup>2</sup>   O. H-100   Iouene   Oxygenates   Rethanol   Ethanol   Iso-	Std.         R2         Constant*         R0H         HOM         (R-H)/2         (ROM) <sup>2</sup> (A-LIO)         ch+100         Columnate         Constant*         R0H         HOM         (R-H)/2         (ROM) <sup>2</sup> (A-LIO)         ch+100         Columnate         Columnate         Ethanol         Ethanol	14   15   15   15   15   15   15   15

\* See last page.

TABLE E-11 (Continued)

## FULL-THROTTLE ROAD ON REGRESSION EQUATIONS

All-Car Averages; 38 Cars; Road ON Mean = 90.792

Coefficients\*

			E-6	5	
Methanol/ t-Butanol	·		-0.013 (6.354)		
Wethyl t-Butyl fther bla		0.024		0.028	0.031
Tertlary Butanol b13	$\frac{0.018}{(0.179)}$			0.029 (0.003)	0.032
Iso- propanot bl?					
Ethanol b11.					
Methanol b10					
Oxygenates bg					
Toluene b8					0.013
6 M- 100					
A R-100					
(MON) <sup>2</sup> bs	-0.0205 (0.156)	-0.0223 (0.108)	-0.0187 (0.206)		
(RON) <sup>2</sup>				-0.0165 (0.0001)	-0.0175 (0.0001)
(R+M)/2 b3					
MON b2	3.807 (0.116)	4.099 (0.078)	3.531 (0.155)	0.329 (0.0001)	0.326 (0.0001)
•	0.317	0.322 (0.0001)	0.304 (0.0001)	_	3.597 (0.0001)
Constant*	-114.140 (0.258)	-126.433 (0.192)	(0.324)	-112.637 (0.0001)	-120.013 (0.0001)
28	0.990	0.991	0.990	966.0	0.997
Std.	0.167	0.159	0.170	0.108	0.094
Eqn.	35	36	37	82	39

Number within parentheses represents the probability that the coefficient or constant is not significant.
 Constant and coefficients not significant at the 95% confidence level (>0.05) are underlined.

TABLE E-111

PART-THROTTLE ROAD ON REGRESSION EQUATIONS

Part-Ihrottle PRF (Except Lab 7); 9-Car Averages; Road OM Mean = 86.858

	Methanol/ t-Butanol b <sub>15</sub>			L <b>-</b> /							
	Methyl t-Butyl Me Ether t-										
	Tertiary Butanol bi3										
	1so- propanol b12									$(0.2\overline{67})$	
	Ethanol								-0.003 (0.897)		
	Methanol b10							$\frac{-0.034}{(0.220)}$			
	1so- Toluene Oxygenates Methanol Ethanol propanol bs b9 b10 b11 b12						-0.001 (0.941)				
nts*						0.012 (0.487)					
Coefficients*	Δ M- 100 by										
	Λ R-100 b6										
	(MON) <sup>2</sup> b <sub>S</sub>										
	(RON) <sup>2</sup> Da										
	(R+M)/2 b3				0.533						
	MON b2		0.746 (0.0001)	0.449 (0.0002)		0.451 (0.0003)	0.450 (0.0004)	0.416 (0.0007)	0.447	0.446 (0.0003)	
	ROM b1	0.394 (0.0001)		0.171		0.169 (0.006)	0.171 (0.006)	0.192 (0.003)	0.172 (0.006)	0.171	
	Constant*	49.973 (0.0001)	23.872 (0.0001)	32.939 (0.0001)	39.408 (0.0001)	32.945 (0.0001)	32.860 (0.0001)	33.791 (0.0001)	33.017 (0.0001)	33.166 (0.0001)	
	2 04	0.893	0.915	0.938	0.930	0.939	0.938	0.942	0.938	0.941	
	Std. Dev.	0.434	0.386	0.336	0.349	0.340	0.343	0.332	0.343	0.334	
	Egn.	2	2	~	~	<b>*</b>	15	91	11	88	

\* See last page.

TABLE E-111 (Continued)

## PART-THROTTLE ROAD ON REGRESSION EQUATIONS

Part-Throttle PRF (Except Lab 1); 9-Car Averages; Road ON Mean = 86.858

	Methanol/ t-Butanol		E-8	-0.0029 (0.29A)
	Methyl t-Butyl Me Ether t-I bl4		0.004 (0.866)	7 C
	lertiary Butanol bi3	0.023 (0.406)		
	1so- propanol b12-			
	Ethanol			
	Methanol b10			
Coefficients*	Oxygenates b			
	A H-100 Toluene			
	Δ R- 100 b6			
	(MON) <sup>2</sup>			
	(RON) <sup>2</sup>			
	(R+M)/2 b3			
	BON b2	_	0.444	_
	RON b	0.181	0.173 (0.007)	0.164 (0.008)
	Constant*	33.248 (0.0001)	33.170 (0.0001)	32.178 (0.0001)
	R2	0.940	0.938	0.941
	Std. Dev.	0.338	0.343	0.353
	Egn.	19	20	21

<sup>\*</sup> Number within parentheses represents the probability that the coefficient or constant is not significant. Constant and coefficients not significant at the 95% confidence level (>0.05) are underlined.

## APPENDIX F

ROAD OCTANE EQUATIONS FOR HYDROCARBON FUELS

TABLE F-I

ROAD OCTANE EQUATION SUMMARY

Car	Constant	RON Coefficient	MON Coefficient	Standard Deviations
1	18.26	0.4597	0.3423	0.56
2	26.66	0.3679	0.3546	0.32
3	32.91	0.5130	0.1261	0.40
4	44.84	0.2790	0.2157	0.36
5	15.16	0.4501	0.4142	0.99
6	16.62	0.6586	0.1685	1.00
7	33.85	0.2724	0.3734	0.44
8	9.42	0.3936	0.5302	0.84
9	13.41	0.8230	0.0292	0.80
10	6.75	0.2237	0.7496	0.66
11	37.91	0.2566	0.3215	0.99
12	27.19	0.0773	0.6447	0.85
13	48.41	0.0440	0.4506	0.28
14	50.33	0.1612	0.3066	0.64
15	28.07	0.5157	0.2009	0.29
16	53.95	-0.1336	0.5951	0.63
17	79.74	0.0378	0.0993	0.41
18	27.48	0.3135	0.3997	0.76
19	50.47	0.1331	0.3453	0.73
20	52.83	-0.0052	0.4289	0.42
21	14.92	0.5382	0.2837	0.66
22	37.38	0.1536	0.4518	0.46
23	27.30	0.2429	0.4620	1.05
24	43.35	0.2912	0.1969	1.49
25	14.56	0.6846	0.1546	0.49
26	63.11	0.6676	-0.4190	1.01
27	67.96	0.4386	-0.2312	0.62
28	42.73	0.2682	0.2318	0.80
29	-8.90	0.6027	0.5111	0.93
30	14.22	0.6540	0.1997	0.38
31	25.28	0.5945	0.1585	0.24
32	26.30	0.4201	0.2957	0.47
33	20.14	0.0660	0.7701	0.31
34	-6.14	0.6168	0.5038	0.55
35	23.20	-0.0509	0.8333	0.86
36 37 38 Average	40.33 24.58 -20.26 29.04	0.1723 0.1448 0.8241 0.3466	0.4057 0.6023 0.4236 0.3403	0.59 0.43 0.80
Average	23.07	0.5400	0.5405	

APPENDIX 6

OXYGENATE EFFECTS: FULL-THROTTLE RESULTS

1982 CRC ROAD ON PROGRAM
TABULATION OF EFFECTS ON ROAD OCTANE PERFORMANCE
BASED ON MEASURED CONCENTRATIONS

HIGH   V6		O XY	/=ETHANOL	GRAT	DE=PREMIUM	
2 mIGH V6 2 0.1617. 0.486 3 mIGH L6 3 0.1852 -7.413 4 HIGH V8 4 -0.1074 -2.802 5 mIGH L6 5 -0.2754 -11.717 7 mIGH V8 7 -0.1442 -4.078 6 HIGH V6 6 -0.2754 -11.717 7 mIGH V8 7 -0.1442 -4.078 6 HIGH V6 8 0 -0.7093 Inc.267 10 HIGH V8 10 -0.1699 -16.513 11 HIGH L4 11 0.0098 -7.102 11 HIGH L5 12 0.1593 4.744 11 HIGH L5 12 0.1593 4.744 11 HIGH L4 13 0.1046 1.722 11 HIGH L4 14 0.4289 -1.077 15 mIGH L4 15 0.0604 2.264 16 mIGH L4 16 -0.3281 8.704 17 mIGH L4 17 0.0247 -4.221 18 HIGH L4 18 -0.1183 -1.475 10 mIGH L4 19 0.0717 -0.150 20 HIGH V6 20 0.2080 7.652 21 mIGH L4 21 0.4327 -17.000 21 mIGH L4 22 -0.4327 -17.000 22 mIGH L4 23 0.6302 0.412 23 mIGH L4 24 0.7704 -0.532 24 mIGH L4 25 0.6302 0.412 25 mIGH L4 26 0.0435 -3.360 27 mIGH L4 27 -0.8180 0.432 24 mIGH L4 27 -0.8180 0.433 25 mIGH L4 20 -0.8180 0.433 36 mIGH L4 30 -0.2350 -7.812 37 mIGH L4 30 -0.2350 -7.812 38 mIGH L4 30 -0.2350 -7.812 39 mIGH L4 31 -0.2350 -7.812 31 mIGH L4 32 -0.3860 14.012 33 mIGH L4 33 -0.2749 -1.034 34 mIGH L4 37 0.3640 -1.034 35 mIGH L4 37 0.3640 -1.034 36 mIGH L4 37 0.3640 -3.863 37 mIGH L4 37 0.3640 -3.863	088	LEVEL	TYPE	CAR	INTERCEP	HEFFCT
40 L)a L^ 3 0.1352 -8.184 41 L0a 78 4 -0.1074 (6.837 42 L)a L^ 5 -0.7215 37.441	1234567866112345678601234567866123456786644	HERE HERE HERE HERE HERE HERE HERE HERE	VV L V L V V V V V L L L L L L L L L L	1234567890123456789012345678123456781234	-0.0730 0.1617. 0.1852 -0.1074 -0.7215 -0.2754 -0.1442 0.1316 -0.7093 -0.1899 0.0098 0.1593 0.1046 0.4289 0.0604 -0.3291 0.0247 -0.1183 -0.9307 -0.1494 0.6302 0.7704 0.0435 -1.3838 -0.8189 -1.3838 -0.8189 -1.3838 -0.8189 -1.3860 -1.3860 -1.3860 -1.3860 -0.2394 -0.3640 -0.2749 0.1601 -0.002 0.3540 -0.174	-3.838 -3.838 -7.480 -7.683 -11.778 -10.987

1982 CRC ROAD ON PROGRAM
TABULATION OF REFECTS ON ROAD OCTANE PERFORMANCE
BASED ON MEASURED CONCENTRATIONS

	OXY=FTHAMOL			GRADE=PREMIUM		
08.5	TEALT.	TYPE	CAR	INTERCEP	EFFECT	
46	Loa	V6	Ç	-0.7093	24.024	
47	$\overline{\Gamma}$ OM	V4	1 ()	-0.1879	<del>-</del> 40.680	
48	LOW	<u>L</u> 4	1.1	a, 0098	-1.351	
40	LON	Ló	15	0.1593	-2.345	
50	LOW	<u>L</u> 4	13	0.1045	-0.521	
51	Lon	<u>r</u> 4	14	0.4289	<b>-2.</b> d51	
52	LON	L4	15	0.0504	7.81ੇ	
53	[_O N	<u>L</u> 4	10	-0.32¤l	24.35/	
54	LOW	<u>L</u> 4	17	0.0247	ID • 6 € <sup>()</sup>	
วิวิ	LOVI	L 4	1 3	-0.1163	<u>-</u> 8.925	
56	LON	<u>L</u> 4	10	0.0717	14.637	
57	Low	٧ó	20	0.2080	4.759	
58	LOW	La	21	0.4327	-24.153	
59	LON	L4	22	-0.1404	8.840	
60	LON	<u>L</u> 1	23	0.6302	-23.944	
ć1	LOH	L4	24	0.7704	−61.43d	
52	T() N	L4	25	0.0435	<b>-4</b> .567	
63	LON	√ <i>6</i>	25	-1.583h	2.890	
64	L() vi	<u>†</u> 4	27	-( . A) AC	<b>-7.</b> 105	
<b>5</b> 5	LON	УĊ	28	-1. ' - 22.	2.053	
<u>රරු</u>	LON	<u>!_</u> 4	50	-0.8603	42.424	
57	LON	<u>L</u> 4	31)	<b>-</b> 0.2300	4.937	
58	<u>T</u> :) y.	<u>.</u> 4	31	-^.28의4	-13.452	
69	1,000	1.4	32	<b>-</b> 0.3560	22.97)	
70	LOn	<u>[</u> .4	33	0.2749	0.579	
7.1	$L \cap W$	<u>L</u> 4	34	-0.2907	3.353	
72	TOV.	VΩ	35	0.1501	1.000	
7.3	1.OV.	1,4	30	-0.0002	25.162	
7.4	1,0%	1.4	37	0.3540	-11.749	
15	1.0 0	1 4	3 4	1.7301	-31 17	

1982 CRO ROAF OR PROGRAM
TABULATION OF EFFECIS ON ROAD OCTANE PERFORMANCE
BASED ON MEASURED CONCENTRATIONS

	ОХҮ	=EThANOL	GRAI	DE=REGULAR	
065	LEVEL	TYPE	CAR	INTERCEP	FFFECT
is	HIGH	Vo	i	-0.44/6	9.084
77	rt IGH	√ć.	2	-0.1386	2.095
7 c	hIGh	L6	3	-0.3742	8.741
19	HIGH	VS	4	-0.4479	7.522
30	r: I Gh	Lo	j.	-1.2304	24.154
31	HIGH	۷ó	ó	-1.2735	20.947
82	ri I Gh	ΛB	7	-0.4243	11.430
<b>3</b> 3	HIGH	۷ó	3	-0.8846	14./15
2,4	HIGH	٧ó	Q	-0.4018	A.939
35	HIGH	٧×	10	-0.2924	-14.140
86	ri I GH	L4	1.1	0.4579	-15.216
37	HIGH	L5	12	-0.8098	21.415
88	HIGH:	L1	13	-0.0087	<b>-</b> 0.998
러오	HIGH	L4	14	-0.4600	-14.080
30	h I GH	L4	15	-0.0415	-1.022
91	HIGH	<u> [ 4</u>	15	<u>-</u> n.5689	-15.302
55	HIGH.	L4	١7	-0.2043	1.968
93	HIGH	<u>L</u> 4	13	-0.3889	5.407
04	:iIGH	<u>L</u> 4	10	-0.1316	-10.795
25	HIGH	٧o	20	-0.0043	0.249
100	HUh	L4	21	<b>-</b> 0.0535	-1.279
97	HIGH	<u>L</u> 4	22	0.0345	3.656
0 H	HIGH	<u> </u>	23	-0.8640	11.360
100	HIGE	<u>L</u> 4	24	-0.2485	15.789
151	401E	<u>[</u> .a	25	-0.1749	13.630
105	HOIE HOIE	Vo.	26 27	-0.6016	-9.073
1113	HIGH	V6 La		0.17.99	-4.992
1 '4	n I GF:	V C L 4	50 54	-0.0001	-1.375
135	HISH	[ 4	30	0.2133	-1.407
106	n IGH		31	-0.3691 -0.1991	13.517
107	HOH	Ĺ.i	32	0.2749	-0.517 -4.151
1 18	:iIGh	[_4	33	-0.1686	4.409
1 10	HIGH	1.4	34	-0.4460	7.519
111	iliGh	70	35	-0.4644	10.383
1:1	HIGH		36	0.3024	-9.564
11.7	1110/11	<u>L</u> a	3.7	-0.0485	-3.393
113	HIGH	Ľ4	3.4	0.0091	-0.13 <i>i</i>
114	L W	Vο	ĺ	-0.4475	10.828
11-	Ęoin.	V-	ż	-0.13%	M.460
i 1 ~	) <i>N</i>	. 4	3	-0.3742	27.145
1 :	£ 54	Ÿu	4	-0,44/	10,701
1 1 -	<u>.</u>	1_ 4	7	-1.2314	37.110
	·. "	งร	3	-1.3735	.531
130	LIW	7,9	7	-0.4243	9.000

1982 CRC ROAD ON PROGRAM
TABULATION OF EFFECTS ON ROAD OCTANE PERFORMANCE
BASED ON MEASURED CONCENTRATIONS

	OXY	=ETHAHOL	GRADI	E=REGULAR	
08.5	<b>LEALF</b>	TYPE	CA.3	INTERCEP	EFFECT
121	Lon	V6	71	<b>-</b> 0.88460	32.027
122	LOW	V6	Ç	-0.40176	18.475
123	LOW	٧8	10	-0.2923c	11.222
124	Lon	L4	1.1	0.457xo	3.463
125	LOY:	L6	13	<b>-</b> 0.80978	20.341
125	LOW	[_4	13	-0.003o8	-19.612
+27	LOW	<u>L</u> 4	14	<b>-</b> 0.45,996	<b>-</b> 23.655
123	200	L4	15	<del>-</del> 0.04150	ο <b>.</b> 3ωο
129	LOW	<u>L</u> 4	15	-n.56894	-11.521
130	LOW	L4	1.7	-0.2042n	<u>-0.603</u>
13.	LOW	<u>L</u> 4	13	-0.3888A	17.250
132	LOH	L 4	10	-0.13158	5.869
133	LOn	٧٨	20	-0.00434	2.185
134	LOW	L4	21	-0.05354	6.031
135	LOW	<u>L</u> 4	22	0.03452	-6.375
130	[Ch	<u>L</u> 4	23	-0.36396	(.342
137	LOW	[_4	2.1	-0.24850	-F.434
13::	1.0%	1.4	25	<u>-0.17492</u>	24.093
136	20V	V6	25	-0.60164	13.385
140	<u> 100 a</u>	<u>L</u> 4	27	0.17092	<u>~</u> 5.25 ≥
14.1	1 (1) Y₁	٧ <i>~</i>	24	-0.00012	-4.063
142	$1/\Omega$ to	<u>i</u> 4	27	n.21334	10.157
1.13	1. Ok	_4	30	-0.36976	24.571
144	<u>_</u> :>#	1_4	31	<del>-</del> 0.12910	-4
1.15	_ ) y.	<u>L</u> 4	3.5	0.27490	~~. ( <del>-</del> )
145	_(`#\$	_4	33	-0.1695	14.345
1.17	1.00	7.4	34	-0.44596	<u>a.a7</u> 1
1.4∃	1.)4	٧ó	35	4045	J
1.40	1,0%	<u>[1</u>	3 <	r.80242	-/.123
150	1,110	1.4	37	-0.01246	-3.751
151	1. 180	<u> 1</u> .4	ير ق	C.0000H	4.5!1

1982 CRC HOAL ON PROGRAM
TABULATION OF EFFECTS ON ROAD OCTANE PERFORMANCE
EASED ON MEASURED CONCENTRATIONS

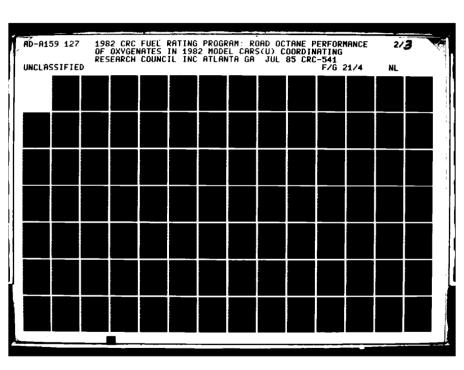
	1=YX()	SOPROPANO!	L GR	ADE=PREMIUM	
058	LEVFL	IYPE	CAR	INTERCEP	FFFFCT
152 153	aligh High	V6 V6	1 2 3	-0.0730 0.1617 0.1852	-4.607 1.102 -6.796
154 155	HIGH HIGH:	L6 V8	4	-0.1074	0.597
156	H IGF	LK	5	-0.7215	9.2/3
157	H I GF:	VK	ろ	-0.2754	-21.462
158	HIGH	۷ <i>۲</i>	7	-0.1442	-7.245
159	H:!Gh:	۷۸	3	0.1316	-2.301
150	HIGE	V6	;	-0.7093	7.423
151	JIGE	V8	10	-0.1399	-14.803
102	HIGH	L4	1.1	0.0098	-8.375
163	HIGH	L6	12	0.1593	-2.551
164	HIGH	L4	13	0.1046	-2.527
165	HIGE	L4	14	0.4 <u>289</u>	-7.097
166	HIGE	L4	15	0.0604	-7.287
167	HIGH	L4	16	-0.3281	7.205
163	HIGH	L4	17	0.0247	1.097
150	HIGH	L4	18	-0.1183	0.130
170		L4	19	0.0717	9.796
171	al Gr:	٧ó	20	o <b>.</b> 2080	5.005
172	HIGH	L4	21	0.4327	0.381
173	HIGH	L4	22	-0.1494	
174	HIGH	L4	23	0.6302	-2.31?
175	HIGH	L4	24	0.7704	-10.737
176	HIGH	L4	25	0.0435	-5.656
177	HIGH	V6	26	-1.3835	24.333
175	HIOH	<u>14</u>	27	-0.8189	-1.653
170	HIGH	75	23	-1.1888	17.031
150	HIGH	L 4	5:	-0.2503	12.112
182	HICH	La L4	30 31	-0.2399 -0.2394	-5.545 -10.653
133	alGh	<u>.</u> .4	32	-0.3550	4.4~4
134	HIGH	4	33	0.2749	
183	a IGH	V6	35	0.1601	0.075
186	HIGH	14	35	-0.0002	2.717
1 47,	nich	1,4	37	0.3540	-3.533
1 404	Hick	1,4	33	1.0321	-22.6-1
189 196	L W	√^ √0	1 2	-0.0730 0.1617	1.457
101	<u>;</u>	<u>L</u> 5	; ;	0.1952 -0.1074	-11.004 777
193	1.0н [23 <i>н</i>	V 1, 5	7	- \. T2 in	10. HO)
124	. ∴α <u>1</u> . α	, -	•	_ 1. % 1.d	=10.80% 2.87%
190	208	45	'5	0.1315	-~.o//

MAGDORF NO CAOR CRO S891 TABULATION OF EFFECTS ON ROAD OCTANE PERFORMANCE BASED ON MEASURED CONCENTRATIONS

- OXY=ISOPROPANOL GRAPE=FREMIUM nes LEVEL TYPE CAR LATERCEP EFFECT -0.7003 197 1.0% 46 Ç 15.030 19% LOW **7**5 10 -0.1300 -E.243 199 0.0098 LOA <u>L</u> 4 11 <u>-</u>0.366 200 10W 12 0.1593 -3.1570.1045 201 [() 11 [ 4 13 -2.517202 LOW 0.4290 14 14 -0.30A 203 1.000 5.4 15 0.0604 E . 900 204 LOY 1.1 15 -0.3281 25.137 275 LOW []4 1.7 0.0247 4.484 206 LOW 1.1 -0.1183 13 -2.391 207 LOW L4 10 0.0717 19.921 208 LOW VA 20 0.2080 8.244 204 L()W [4 21 0.432/ -11.132 210 LOW L4 22 -0.1404 3.507 211 LOW L4 0.4302 -58.521 25 212 LOW L4 24 0.7704 -15.604 213 L4 0.0435 8.138 LOW 25 214 LOW ٧x 25 -1.3338 34.639 L4 215 LOY 21 <u>-</u>라.국1년의 -0.414 15 23 215 LOW -1.1388 10.884 ON 217 1.4 -0.3 45.196 30 <u>-</u>n.2330 210 L ) v. [\_.1 5.193 210 10 n 31 -0.38^0 220 16.499 [ ) Y. [.4 32 221 0.2749 1.4 7.362 [] ) W  $^{T}$ , A222 10% -0.2007 34 -1.449 223 LOH. 76 0.1001 27.004 . <u>. .</u> 224 LOW -0.0002 34 15.292 1,000 354° 31 -4.134 200 1.1

3.0321

-37.171





MICROCOPY RESOLUTION TEST CHART
NATIONAL BUHEAU OF STANDARDS 1963.A

1982 CRC HOAD ON PROGRAM
TABULATION OF EFFECTS ON ROAD OCTANE PERFORMANCE
BASED ON MEASURED CONCENTRATIONS

OXY = I SOPROP ANOL GRADE=REGULAR -038 LEVEL TYPE CAR INTERCEP FFFFCT 227 V6 HIGH: -0.4475 0.501 228 HIGH V5 -0.13865.074 229 HIGH Ló -0.3742 9.128 3 230 HIGH VH -0.4479 8.405 4 231 HIGF L6 5 -1.230430.552 232 HIGH V6 -1.2735 20.457 5 233 HIGH V<sub>R</sub> 7 -0.4243 9.380 234 HIGH V6 -0.8846 14.949 ょ 235 HIGH V6 0 -0.4018 19.315 236 ri I GH V8 10 -0.2924-2.311237 HIGH L4 0.4579 11 4.393 238 HIGH. 1.6 12 -0.8098 10.206 239 HIGH L4 13 -0.0087 -1.770 240 ri IGE L4 14 -0.4600-11.013241 HIGH 1.4 15 -0.0415 2.037 242 HIGH 1.4 16 -0.5689 -1.288 243 HIGH L4 17 -0.204312.035 244 rt I GE. L1 13 -C.3689 7.870 245 HIGH L4 10 -0.1316 -4.120 245 HIGH ٧6 20 -0.0043 1.604 247 HIGH \_4 21 -0.0535 -3.750 248 0.0345 rt I GE L4 22 6.743 249 HIGH L4 23 -0.8640 5.0/5 250 HIGH <u>L</u>4 24 -0.2485 - 15,909 251 HIGH L4 25 -0.1749252 HIGH ٧6 25 -0.6016 9.130 253 HIGH [.4 27 0.1799 1.926 254 HIGH V5 28 -0.0001. 4.635 255 HIGH 0.2133. 4 20 -4.066 256 dIGh. L4 30 -0.3691 15.605 -0.1991 257 HIGH 14 31 4,085 0.2749 254 HIGH La 35 -0.117254 HIGH 14 33 -0.1620 5.041 260 #IGh La 34 -0.4460 5.463 201  $\exists 15F$ VO 35 -0.46.44 252 HIGh 34 0.8024 -0.0455 HIGH \_4 203 244 0.0091 :113h: 255 LOW -0.4475 256 \_Ov -0.1335 201 IDW. -0.3/42 171 1/20 -0.4479 -1.23/4 271 -1.2735

-(·.4243

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1982 CRC ROAD ON PROGRAM
TABULATION OF EFFECTS ON ROAD OCTANE PERFORMANCE
BASED ON MEASURED CONCENTRATIONS

CBS	LEVFL	TYPE	CAR	INTERCEP	ТОВННЯ
272	LOW	V6	ರ	-0.88460	29.665
273	LOW	V٨	C,	-0.40176	1.899
274	LOVE	٧a	1.7	-0.29236	-13.085
275	LOW	L4	1.1	0.45786	-20.402
276	LOW	Ī.ó	12	-0.80973	24.710
277	LON	La	13	-0.00868	10.911
278	CO W	_ L 4	14	-0.45996	-9.275
270	LOvi	<u>L</u> 4	۱ä	-0.04150	0.691
280	LOW	<u>L</u> 4	16	-0.56894	1.735
28 (	LON	L4	17	-0.20426	9.382
28.2	LOW	L4	13	<b>-</b> 0.38886	14.910
283	LOW	L4	19	-0.13158	12.410
284	LOW	V6	20	-0.00434	-18.303
285	LOW	L4	21	-C.05354	25.927
286	L() W	L4	22	0.03452	1.849
287	LOW	L4	23	<del>-</del> 0.86396	24.054
288	T,O W	L4	24	-0.24850	5 • 445
28.9	LOW	L4	25	-0.17492	29.141
290	LOW	٧o	25	-0.60154	1.152
291	LOW	L4	27	0.17.292	0.863
29.2	LOW	VÖ	28	<u>-</u> 0.00012	-10.475
293	LON	L4	⊋ Q	0.21334	-2.231
294	$\Gamma O M$	<u>t</u> 4	30	-0.36906	13.254
205	LOW	<u>L</u> 4	31	-0.19910	-⊬.180
296	LOW	<u>L</u> 4	32	0.27490	<b>-</b> 10.478
297	LON	<u>[</u> 4	33	−0.16858	12.661
298	LOW	<u> [</u> 4	34	<del>-</del> 0.44596	-21.927
506	LOW	٧ <i>٨</i>	35	<b>-</b> ().46438	16.055
300	LOW	L4	30	0.80242	-28.340
30.1	LOW	<u>!_4</u>	37	-0.04846	÷.714
302	LOA	<u>L</u> 4	34	0.00008	-7.100

1982 CRC ROAD ON PROGRAM
TABULATION OF EFFECTS ON ROAD OCTANE PERFORMANCE
FASED ON MEASURED CONCENTRATIONS

	() XY	=METHANCL	GRA	DF=PRFMIUM	
OBS	LEVEL	TYPE	CAR	INTERCEP	HEFFCT
303	HIGH	۷٥	ا	-0.0730	-1.037
304	HIGH	۷ó	2	0.1617	0.709
305	HIGH	L6	3	0.1852	-6.929
306	HIGH	V8	4	-0.1074	-1.553
307 30ช	HIGH	L6 V6	5	-0.7215 -0.2754	6.113 -25.786
309	HIGH	V8	7	-0.1442	-7.196
310		V6	3	0.1316	0.476
311 312 313	riIGh HIGE HIGH	V6 V8 L4	0 10 11	-0.7093 -0.1399	4.251 -21.013
314 315	HIGH HIGH	L6 L4	12	0.0098 0.1593 0.1046	-4.073 -5.090 0.183
316	HIGH	L 4	14	0.4289	1.663
317	HIGH	L 4	15	0.0604	-3.262
318	HIGH	L4	16	-0.3281	2.138
319	HOIH	L4	17	0.0247	9.935
320	HIGH	L4	18	-0.1183	-6.240
321	HIGH	L4	19	-0.0717	-9.617
322	HIGH	V6	20	0.2080	<b>4.534</b>
323	HIGH	L4	21	0.4327	-E.413
324	HIGH	L4	22	-0.1404	-2.277
325	HIGH	L4	23	0.6302	-4.106
326	HIGH	L4	24	0.7704	-34.391
327	HIGH	L4	25	0.0435	1.000
328	HIGH	V5	26	-1.3838	
32 <i>0</i>	nIGH	<u>L</u> 4	27	-0.8130	15.253
330	HIGH	V 2	28	-1.1935	4.220
331 332	HIGH	<u>L</u> 4	29 30	-0.8603 -0.2300	16.014 -12.725
333 334 335	nIOH HIOH nIOh	<u>L</u> .1 <u>L</u> .4 4	31 32	-0.2594 -0.3550	- 15.993 0.551
335	HIGH	L4	35	0.2749	1.003
335	HIGH	76	35	0.1601	10.624
337	HIGH	L4	36	-0.002	-16.125
33 <i>5</i>	110H	ija	3 /	0.3840	-9.81/
33€	1110h	La	3 H	1.0331	-38.475
34 r	12.50 12.00	¥ n vi ń	1 3	-0.0136 0.1617	-6.457 -4.697
342	Line	Lo	3	-0.107a	-4.421
343	Line	Ve	.1		3.606
344 515 547	1. 14 1. 14 1. 10	1.0 . 6 	· ·	-0.7015 -1.754	35.513 -2.500
34/ 34/	<u> </u>	y 5	•	1.1.	-7.58 10.582

1982 CRC ROAD ON PROGRAM
TABULATION OF EFFECTS ON ROAD OCTAME PERFORMANCE
BASED ON MEASURED CONCENTRATIONS

----- OXY=METHANOL GRADE=PREMIUM -

08.5	LEVFL	TYPE	CAR	INTERCER	EFFECT
348	LOW	<b>V</b> 6	Q	-0.7093	31,298
349	LOW	V8	10	<b>-</b> 0.1899	<del>-</del> 8.243
<b>35</b> 0	LOW	La	1.1	O. CO 08	-13.902
351	Lon	Lo	12	0.1593	2.913
35 <i>2</i>	LON	<u>L</u> 4	13	0.1046	5.108
353	Low	<u>L</u> 4	14	0.4249	11.488
35.4	Low	<u>L</u> .1	15	0.0604	-2.985
355	LOW	<u>L</u> 4	16	-0.3231	0.963
35ろ	LOV	1_4	١7	0.0247	19.450
357	LOW	L4	18	-0.1183	<b>-</b> 5.423
35명	LOW	LA	19	0.0717	20.512
359	LOVE	Ve	20	0.2030	-1.394
360	LOW	LA	21	0.4327	-29.154
361	LOW	<u>L</u> 4	22	-0.1404	11.197
362	LOW	L4	23	0.6302	-13.928
363	LOW	L 4	24	C.7704	60.826
354	LOW	<u> [_4</u>	25	0.0435	-14.286
365	LOW	<b>V6</b>	25	−1.3838	4.265
366	$\Gamma$ () $N$	<u>L</u> 4	27	-0.8180	<u>-</u> 0.718
367	LOW	٧o	28	-1.189न	24.600
368	T.O M	14	29	<del>-</del> 0.8603	46.353
360	LOW	L 4	30	-0.2399	4.501
37⊖	LOK	<u>_</u> 1	3 1	<del>-</del> 0.2894	-14.916
371	LOW	<u>L</u> 4	32	<u>-</u> 0.3860	1.501
37.2	TON	<u>i_4</u>	33	0.2740	4.200
373	LOW	<u>L</u> 4	34	-0.2907	→ .474
374	LOW	٧n	35	0.1601	-6.A2A
375	LON	1.4	36	:.coc2	-15.149
376	Low	1_4	37	0.3549	-14.728
3.77	104	1.4	38	1.0321	-61.59-

1982 CRC BOAD ON PROGRAM
TABULATION OF EFFECTS ON ROAD OCTANE PERFORMANCE
BASED ON MEASURED CONCENTRATIONS

 OXY = METHANOL GRADE=REGULAR --05.5 LEVEL HEFEC? TYPE CAR INTERCEP -0.4476 16.003 378 HIGH Vó 370 V6 -0.1336 11.441 ri I GH 2 15.052 380 3 -0.3742HIGH. L6 12.790 381 HIGH V٤ 4 -0.4479-1.2304 38.2 HIGH Ló 5 24.474 -1.2735 383 6 23.937 HIGH V6 7 **V8** 15.916 384 HIGH -0.4243궈 385 HIGH Vó -0.3846 25.337 383 V6 Q ri I GH -0.4018 12.281 387 -0.2924 HIGH 78 10 -4.423 388 HIGh: L4 0.4579 -5.207 11 -0.8098 389 HIGH L6 12 19.028 300 -0.0087 -13.330 HIGH L4 13 391 HIGH L4 14 -0.4600 -20.523 HIGH -0.0415 5.470 392 L4 15 393 -0.5689 HIGH L4 15 -10.755 -0.2043 394 ri I Gh 14 17 4.757 395 HIGH L4 18 -0.3889 17.051 396 10 -0.1316 → .405 :: I Gh: [.1 397 20 -0.0043 4.433 HIGH V6 308 -0.0535 8.324 HIGH L421 399 0.0345 1.573 HIGH L4 22 L4 C.1799 400 HIGH 27 -1.777 0.2133 **-**9.393 401 HIGH 29 L4 -0.369116.382 402 HIGH. L4 30 403 HIGH 1.4 31 -0.1991 -3.384 404 HIGH L4 0.2749 -10.445 32 405 HIGH -3.215 L4 -0.1646 33 aICE 400 L4 34 -0.44506.118 -C.4644 25.111 407 HIGH VA 35 0.8024 -10.533408 HIGH L4 36 409 -0.0485 7.541 HIGH L4 37 33 0.0001 5.470 410 rHIGH <u>L</u>4 VA -0.4470 10.587 411 1 ()14 J -0.1386 0.025 LOA 16 2 412 20.240 1.5 -0.3742 413 L()n3 -0.4479 19.935 411 Ca 1/2 4 415 Lo 5 -1.2304 52.653 LON 416 V6 -1.2735 [ ]Y. 7 417 78 -0.4243 LOn 414 V.5 × -0.8945 410 0 1,0H 40 **-0.4**013 - 101 1. -C.2004 220  $4 \pm 1$ 1.1 0.4-72 12 -0.800R 25.200 422

1982 CRC ROAD ON PROGRAM
TABULATION OF EFFECTS ON ROAD OCTANE PERFORMANCE
BASED ON MEASURED CONCENTRATIONS

	OXY	=METHANC	L GRA	DF=REGULAR	
08.5	LEVEL	TYPE	CAR	INTERCEP	EFFECT
423	Low	L4	13	-0.00368	<b>-</b> 20.868
424	LON	L4	14	<b>-</b> C.45996	-18.209
425	LON	L4	15	-0.0415C	12.437
420	LOW	L4	16	-0.56894	2.981
427	LOW	L4	17	-0.20426	4.522
428	LON	<u>L</u> 4	18	<b>-</b> ೧.38886	10.981
429	LOW	L4	10	-0.i3158	-0.506
430	LOW	V6	20	-0.00434	-0.267
431	LOW	L4	21	-0.05354	3.292
432	LOW	L4	22	0.03452	5.047
433	LOW	L4	23	-0.86396	31.902
434	LOW	L. 4	24	-0.24850	-4.484
435	LON	L4	25	-0.17492	31.531
436	Low	V5	26	-0.60154	-7.00
437	LOW	L4	27	0.17992	-7.884
438	Lon	V6	28	-0.00012	9.782
439	LOW	L.4	20	0.21334	12.235
440	Low	1.4	30	-0.36906	20.530
44 j	LOW	L4	31	-0.19910	-6 . ∩∩s
442	LOW	<u>.</u> 4	32	0.27490	-1.740
443	Lovi	Ĺ4	33	-0.16958	6.533
444	LON	L4	34	-0.445 76	17.36)
445	LOV	v <sub>5</sub>	35°	-0.46438	<b>-</b> ⊬.072
440	Lon	1.4	36	0.80242	-20.203
447	LOW	L4	37	-0.04846	5,195
448	LON	14	3)•	0.00908	-14.420

1982 CRC HOAL ON PROGRAM
TABULATION OF EFFECTS ON ROAD OCTANE PERFORMANCE
EASED ON MEASURED CONCENTRATIONS

	CXX=	MTB_ETHER	SRA	DE=PREMIUM	
088	LEVEL	TYPE	CAR	INTERCEP	EFFFCT
449	HIGL	V6	1	-0.0730	-1.663
45()	HIGH	٧ĸ	2	0.1617	-3.941
451	HIGH	L6	ۮٙ	0.1852	<b>-</b> 5.54₫
452	HOIE	V8	.1	-0.1074	2.522
453	HIGH	Lo	5	-0.7215	9.906
454	нIGН	V6	<u>ہ</u>	-0.2754	-5.947
455	HIGH	V8	7	-0.1442	-0.439
456	h I Gh	VK	거	0.1316	<u>-4.856</u>
457	HIGH	V6	Q	-0.7093	11.430
45명	rl I Gh	V8	10	-0.1899	<del>-</del> 7.233
459	HIGH	L4	11	0.0098	0.221
460 461	лIGH	L6	12	0.1593	-5.247
461	HIGH	L4	13	0.1046	-7.509
462 463	HIGH	<u>L</u> 4	14	0.4289	-2.042
464	HIGH	<u>L</u> 4	15	0.0694	-1.107
465	HIGH HIGH	<u>[</u> _4	16	-0.3281	7.236
465 466	HIGH	L4 L4	17	0.0247	13.159
467	HIGH	L4	1 점 1 Q	-0.1183	-2.398
468	dIGh	۷ <i>4</i>	20	0.0717 0.2080	7.371
459	HIGH	L4	21	0.4327	-0.259 1.695
470	HIGH	L4	22	-0.1404	1.455
4/1	HIGH	<u>L</u> 4	23	0.6302	-16.963
472	HIGH	<u> </u>	24	0.7704	-19.411
473	HIGH	L4	25	0.0435	9.378
474	riIGh	ν̈́δ	26	<b>-1.</b> 38 3 3	3.155
475	HIGH	1.4	27	-0.8189	12.605
476	пISh	15	28	-1.1888	16.000
477	HIGH	1,4	2) .	<u>-</u> 0.8693	2073
47B	rt I St:	L4	3()	-n.23co	-1.133
479	HIGH	Ľ4	31	-0.2394	1.42
490	n IOH	<u>L</u> 4	3.5	-0.3×59	15.754
481	HIGH	14	دۋ	0.2749	-4.003
482	:.IJh	V ~	30	0.1631	0.823
433	H13F	<u>[</u> 4	<u>ئ</u> م	<b>-</b> ○. (100)	2.:43
a + a	лIЭH.	1.4	37	` <b>,</b> 35,4 :	<b>-</b> 0.224
4.45		L4	3 4	1. 321	-4.50
420	, v	1-	!		<del>-</del> 3.473
475 j	ું 'સ	12	2	W. 1017	·.~1.7
پد فران	1.00	:,^	•	. 1	-4.231
46 /	L SAV	/	4	-C . 1 1 1	ja.63/
40	10	•	-1	<u>-</u> ( , ( , 1 ;	34.575
41 - ;	•	•	^	-	<del>-</del> , t • · · · ·
472 493	•	, <del>.</del>	,	1.1	
475	<u></u>	7 <b>^</b>		.1313	1. 27

1982 CRC ROAD ON PROGRAM
TABULATION OF EFFECTS ON ROAD OCTANE PERFORMANCE
BASED ON MEASURED CONCENTRATIONS

--- OXY=MTB\_ETHER GRADE=PREMIUM CES LEVFL TYPE CAR INTERCEP EFFECT 494 V6 Q **-**C.7093 LOW 23.937 495 ٧8 10 -0.1800 -4.352 LOW 495 LOW L4 11 0.0098 3.885 497 LOW L5 12 0.1593 5.070 498 LOW L4 13 0.1045 -1.523 400 1\_0 K [4 14 0.4289 17.527 0.0604 500 LOW 14 15 5.826 501 LOW L4 15 -C.3281 20.887 5.)2 17 TOW L4 0.0247 12.195 503 L()W L4 13 -0.1183 11.452 0.0717 504 LOW L4 19 12.142 5.05 LOW V6 20 0.2080 -3.359 506 LCW L4 21 0.4327 -39.161507 LOW La 22. -0.1404 13.555 508 LOW L4 23 0.6302 -20.986 509 L()W 1.4 24 0.7704 -41.966 510 LOW L4 25 0.0435 -7.685 **-1.**3838 511 LOW V6 26 45.934 512 27 LO n L4 -0.8189 -9.861 513  $\mathbb{L}Ch$ **V6** 23 34.708 -1.1888 29 514 LOn -0.8603 L 4 45.119 515 -0.2399 LOW L4 30 10.240 LOW L4 510 31 -0.2894 -3.312 517 -0.3860 LOW [\_4 32 8.010 518 2.2749 7.094 LOW L4 33 519 -0.2907  $\mathbb{L}^{O_{K}}$  $L_4$ 34 0.1001 520 LOW 15 35 3.457 221 LOW 1.4 36 -0.0002 10.268 \* ) W 522 14 37 0.3540 -11.5/0 523 LOV 1.4 34 1.0321 -5.703

1982 CRC ROAD ON PROGRAM
TAMULATION OF EFFECTS ON ROAD OCTANE MEREORMALICE
EASED ON MEASURED CONCENTRATIONS

-- CXY=MT3\_ETHER GRADE=REGULAR -LEVEL INTERCEP 058 TYPE CAR HEFECT 524 7.645 ri I Gri Vó -0.4475525 HIGH V6 2 -0.13863.156 526 HIGH Lo 3 -0.3742 10.684 527 HIGH: V8 4 -0.4470 9.393 5 528 HIGH Ló -1.2304 26.361 .5 529 HIGh V6 -1.2735 20.1547 530 V.R -0.4243 HIGH 7.033 531 3 -0.834K HIGH 16 14.134 () 532 V٨ -0.4918 HIGH 9.271 HIGE 533 V2 10 -0.2924 -0.412 534 HIGH L4 11 0.4579 -0.624 13.606 5 35 HIGH L6 12 -0.8098 536 -0.00a7 H1GH L 4 13 -7.497 537 14 -0.4600 -10.010 HIGH LA-0.0415 538 HIGH L4 15 4.512 539 15 -0.5689 HIGE: L4 5.245 540 17 -0.2043 7.223 HIGH L4 541 HIGH 13 -0.3889 L4 10.077 542 19 HIGH [\_4 -0.1316 5.463 543 20 :iIGh -0.0043 3.404 1ó 544 HIGH L4 21 -0.0535 21.394 0.0345 545 HIGH L4 22 6.345 -0.8640 540 <u>L</u>4 23 HIGH ~.352 547 hIGH LA 24 -C.2485 -c.121 <u>L</u>4 540 25 -0.1749 7.710 HIGH 549 -0.6015 ri I Gli V5 25 29.143 550 HIGH 1 4 21 0.1799 -0.740 -0.0001 -3.004 ו פני HIGH Vo 24 552 L4 24 0.2133 HIGH 6.112 30 -0.3691 560 HIGn: <u>L</u>4 10.173 5.526 4 HIGH [4 31 -0.1991 0.2749 555 m I GF. \_4 3.2 <u>L</u>4 556 HIGH 3.3 -0.16dc -3.42i 7.307 a I Ch 1\_4 34 -0.4450 35 -0.46.44 -- [ ;}· Vn 55 ೧ 36 0.8024 71 I GF 1.4 HIGH -0.04Mb Ξη : 14 0.0001  $\underline{L}.3$ HIGH 1000 76 -0.4470 <u>L</u>on -0.1386 552 Vo 1 774 -0.3742 504 . . 1/9 -0.4270 -1.23/4 111 -1.77

1982 CRC ROAT ON PROGRAM
TABULATION OF EFFECTS ON GOAD OCTANE PERFORMANCE
BASED ON MEASURED CONCENTRATIONS

--- OXY=MTB\_ETHER GRADE=REGULAR --038 LEVEL TYPE CAR INTERCEP EFFECT -0.88460 26.048 560 YK LOW Ç 7.228 570 LOW 44 -0.40176 571 ٧× 10 -0.29236 15.956 TON. 572 LOW L41 1 0.45736 -40.604 -0.809/8 573 LOW 16 12 26.327 574 LOW 13 -0.00868 19.047 <u>L</u>4 575 LON L4 14 -0.45 996 -10.736 570 <u>Low</u> \_4 13 -0.04150-0.430577 LOn [\_4 16 **-**0.56894 F.019 -0.20426 573 LON LA 17 4.301 579 LOW L4 1 -3 -C.38436 21.035 580 LOW L4 10 -0.13158 10.962 581 V6 20 -0.00434 -7.300 L() W -0.05354 22.366 582 LOW L4 21 22 0.03452 -12.016 533 1() W L4 584 23 -0.86396 15.191 14 LOW. 585 -0.24850 -24.475 LOW L4 24 58K 9.542 25 -0.17492 LOA L4 507 -0.60154 32.600 LOW V٥ 15 27 0.17002 5.42 LOW [4 -6,294 559 .252 100 10 -0.00012 500 10 0.21334 [\_:) A 14 Lon Lon 20.943 501 317 -0.35906 L4 -0.10010 1.651 592 La 31 0.27490 L() m 523 [4 32 2c.os/ 3.006 504 Lon -0.15355 33 L4 LON 595 <u>"</u> 4 0.743 -0.44596 34 - 1 N 500 20.500 VK 35 -0.46438 597 -7.49. 1.4 0.50342 "\_(" H 30 20H -0.0444K -5.100 LOW 37 1.4 On 0.0000 7.702 500 4.4 L4

1982 CRC EDAD ON PROGRAD
TABULATION OF EFFECTS ON ROAD OCTAND PERFORMANCE
HASED ON MEASURED CONCENTRATIONS

----- OXY= MeOH/TBA GRADE=PREMIUM ------

055	LEVEL	TYPE	CAR	INTERCEP	FFFFCT
600	HIGH	Vδ	1	-0.0/30	-6.477
601	a [Gh	<u>76</u>	2	0.1617	-4.672
602	HIGh	L6	3	0.1852	<b>-4</b> .925
603 604	HIGH	V8	4	-0.1074	2.030
005	::IGH HIGH	L6 V6	5	-0.7215	7.599
<u> </u>	HIGH	V 0 V 8	<u>5</u> 7	-0.2754	-15.843
607	HIGH	νο V6	기 유	-0.1442 0.1316	-4.559
608	nigh	V 6	0	-0.7093	-9.645
909 909	HIGH	V8	10	=0.1899	12.962 -16.977
610	лIGH	L4	11	0.0098	-5.430
611	HIGH	L6	12	0.1593	-9.135
612	HIGH	L4	13	0.1046	-0.608
613	HIGH	L4	14	0.4289	5.114
614	HIGH	<u> </u>	İö	0.0504	6.156
515	HIGH	L 4	16	-0.3281	<b>-</b> 9.639
616	n IGE:	L4	17	0.0247	1.191
017	HIGH	L 4	18	-0.1183	-3.779
51 d	HIGH	L4	10	0.0717	9.601
010	HIOF	٧6	20	0.2080	3.857
520	# E3H	LA	21	0.4327	-4.952
^2T	HIGH	<u>L</u> 4	22	-0.1404	3.414
422	HIGH	<u>L</u> 4	23	0.4302	-20.351
623	HIGH	<u>L</u> 4	24	0.7704	-20.592
624	ni dh	1.4	25	0.0435	-0.171
n25	HIGH	٧٥	25	-1.3838	A .005
624 537	dion	L4	27	=0.41∃0	7.141
627	극을일반	V6	23	-1.13-%	6.111
525 525	a I 兆 日16日	-4	20	-0.4503	10.071
76.7 76.20		<u>[4</u>	30	-0.2399	-6.04E
631	iiGl: iIjF	<u>L</u> 4	3+ 32	-0.2894	-6.503
A32	i i jr	7.4 1.4	33	-0.3960 0.2740	22.024
533	11/15	16	: 55	0.2749	-6.447 -14.242
43.:	$\pi i M$	L.1	3.7 3.5	0.1501 -0.1002	= 14 · 24/ = 10 · 244
43.	11.74	<u>.</u> 1,4	3/	0.3540	-10.343
A35	1 1		3 H	1.0301	= 12 1 = n

1982 CHO ROAD ON PROGRAD TARULATION OF FFFFCIS ON ROAD OCTANH PHAROLWALCH PASHD ON MEASURH CONCENTRATIONS

---- OXY= MeOH/TBA GMADE=REGULAR ----

053	TEALT	TYPE	C.*.a	DHISHOER	FFFFFF
c 37	HIGH	16	1	-0.2278	14.249
73 %	-10H	Vo	2	-0.13 in	2.503
734	FIBH	Lo	3	<u>-</u> 0.3742	15.042
$\gamma$ .: (	HIGH.	78	.1	-0.44/2	9.011
<b>↑</b> ↓ [	FIGH	La	Ę,	-1.2304	25.547
542	n!Gh	15	Ś	-1.2735	26.541
543	41014	V ∺	i	-0.4243	3.172
~4.d	.1 [Gf1	7.5	ਰ	-( . ARAA	22.013
クキラ	HIGH	V ~	Ç	-C.4013	11.250
~4M	n I Gh	√⊁	10	-0.2924	-₩.402
$\gamma A I$	HIGH	1.4	1 1	0.4579	<del>-</del> 3.65/
544	.:IGb	LS	12	-0.809×	10.746
549	HIGH	<u>[</u> 4	13	-0.00×7	3.422
<b>150</b>	HIGH	[_4	14	<b>-</b> ().45 ∀)	<b>-</b> 4.⊅92
251	H [GF	<u>. 4</u>	15	-0.0415	4.403
00 S	HIGh	<u>[</u> 4	1 ~	<u>-</u> 0.5689	6.70A
053	HIGH	1.4	17	-0.2043	7.045
75 4	H15H	<u>.</u> 4	! ⊰	-0.3487	4.633
تين	H165	L4	10	-0.1315	भ 🔐 अस
22.6	Hijh	74	20	-0.004}	→ . ^ ? ?
カウド	H:GH	<u>), 4</u>	21	<b>→</b> ( • ( ) 5 ( ) 5	<b>-3.</b> 107
22 "	: 125	1.4	72	0.03.15	t • .2 ( )
35.4	# 1: 4 <del>-</del>	<u>L</u> 41	23	-0. · · 54°	이 . 공급과
55;	$_{i}$ : Let $_{i}$	<u>.</u>	⊋ 1	-0.24mp	-4.500
56 i	HI3F	[_4	25	-C.1/A2	11.306
20 S	::IGh	Y 6	23	<b>-</b> 0.6915	-1.HT1
^ ^ 3	aleh	·	27	0.1799	6.634
~ ~ .1	.:I∃r	46	21 €	-0. COS	-14.175
~~~	12 [ , ` <del>]</del>	1	2.	C.2133	-13.443
	PLM	1	3 :	-0.3591	17.00
~~,	<b>-</b> 1,,,,,	,1	.51	-7.17-1	-1.4~1
· • -	i. I :.	<u>L</u> .4	32	2.2740	3
	- ; ;	<u>L</u> .a 1 - : 1 :	٠, ز	-0.1000	-1 23
*. * .		:	? 4	-0.d465	
* 71		/ <del>-</del>	:->		
	. 1	•	÷ 5	· - (,,,,,,	<b></b> . · · · · ·
- ,		1	1.7	- 1	
	*				

1982 CRC HOAL ON PROGRA!
TABULATION OF PART-THROTTLE EFFECTS
FASED ON NOMINAL CONCENTRATORS

--- OXY=METHANOL --

DE 3	GRADE	LEVEL	CAR	IMTERCER	u AH aO I
7.3	Spenting	HIG	ó	0.0003	1.710
14	Speatin	HĪĴ	5	0.3182	-10.054
75	P고면생[10W	HIG	7	-0.0655	2.455
76	원기막입니다!	HIG	23	0.6217	<b>-</b> 13.528
7.7	27독세IU세	HIG	25	C. 23.26	20.131
7 o	Pri En I Ca	nI3	27	<u>-0.5273</u>	-1.510
7.0	POEMIUM	HIG	35	0.9445	-57.261
<b>-</b> ← 1	POFMIUM	пIJ	34	-1.4510	10.04/
5 1	PREMIUM	516	37	0.3101	-18.034
#2	PREMIUM	COM	っ	0.0003	-14.071
ج ج	SERIUM	CM	6	0.3182	-11.557
34	구도무네[15]	LOW	7	-0.0455	4.877
स्य न	PREHIUM	LOW	23	0.6217	<del>-</del> 21.272
4 🗢	PREMIUM	LOY.	25	0.2326	<b>-12.</b> 057
* <i> </i>	HU IMPER 9	Low	27	<b>-</b> ∩.5273	-11.409
ببهبر	SEE ALOU	LOM	35	0.9445	<b>-</b> 73.320
, ()	PREMIUM	LON	36	-1.4510	30.975
11.7	독립관계대체	LON	37	0.3101	-13.502
; ;	PEGULAR	HIG	5	0.0×55	<u>-</u> 1.606
1, 3	RF3ULAR	la I G	5	<b>-</b> 0.1374	<b>-1.</b> 113
٠, ٠	REPLAR	HI0	i	-0.0401	5.570
2.1	고다가 <u>신</u> 과단	#I9	27	-0.1912	-5.47/
15	75.75E.49	HIG	35	-0.457H	
• •	RF 30LAR	n!G	35	-0.4050	~ <b>~</b> ^ () ()
17.5	-501.An	HIG	37	0.3511	7.251
Ç.,	4F0 FLAR	<u>L</u> (24)	9	פֿמ אַרי •ָר	<b>-</b> -∑• (2•)
::	25011 VB	<u>"</u>	7	<b>-</b> ^.13/~	
	F (1.1) 40	1.1.784	;	-0.0101	5. O :
1 1	117 J. J. A. S.	1,750	13	~.··1₹1	11.11
1	78-757 Av	<u>.</u>	-54	-1.5 45	11.663
1 13	· 图图12.48	<u> </u>	• 7	-4.1712	-16.
:	150 JLM:	$\mathbb{R}^{C_H}$	35	- '. 15 'S	<u>-4.273</u>
	- E 3L.AT		3.5	-0.4050	1,2,042
•	27. 数型。 2	1.50	3.7	C. 35 11	<u>-</u> ₽. 165 -

1962 CRO ROAD ON PROGRAM
TARULATION OF FART-THROTTLE MERRUTS
EASED ON MOMINAL CONCENTRATORS

#### --- OXY=ISOPROPATOL -

J# 3	GRADE	LEVEL	CAR	INTERCEP	FFFFOT
3/	PPEMIUM	HIG	5	0.0993	3.153
32	HOEMIUM	nIG	6	0.3182	-11.702
3:)	PREMIUM	H. I.G	7	-0.0655	-1.048
40	PREMITON.	HIG	23	0.6217	7.134
11	PREMIT	n IG	25	0.2326	-15.246
12)	PREMIUM	HIG	2.7	-0.6273	0.024
.4.3	55E4118	r: IG	35	0.0445	-11.753
-1.1	R. ENT DW	HID	36	-1.4510	21.803
45	SZENI GW	ក្នុ IG	37	0.3101	-7.297
.15	PDENITH	Loa	5	₫•₫₽₽3	-3.97/
47	PREUTOW	LOA	5	0.3182	-14.396
149	PREMIUM	LOM	7	-0.0655	-4.123
4.0	<b>PREATON</b>	$\Gamma(0)$	23	0.6217	-49.091
50	노타트 <b>씨I</b> Uh	<u> C</u> O₩	25	ಿ₊ 23.26	3.211
51	PREMIUM	LOM	27	<u>-</u> 0.6273	-17.463
52	PREVIUM	Low	35	U. 317E	<b>-</b> 20.365
53	PREMIUM	LOW	3 <u>~</u>	-1.4510	43.012
54	台戶用項目UM	LOn	37	0.3101	-12.729
95	HEGULAR	n I G	Ď	בב אם •ם	<b>-3.</b> 53p
<u> </u>	RED MINK	H [ 3	7	-0.13,m	-1.50%
27	CESTIMAR	$\pi(\mathrm{IG})$	7	)461	<ul> <li>∴010</li> </ul>
· · · · · · ·	ALCCOLF	:- [c;	23	0.0151	14.331
o'•	PEGULAR	h10	25	-1.514-	19.54
<b>~</b> 1.	PROULAR	H [6]	27	-0.1912	<del>-</del> 247
41	RESULTAN	a:[J	35	-C. 45 08	1.13?
32	REGULTS	чТэ	36	<u>-</u> 0.4059	5.3-1
43	KTJULAR	aIJ	37	0.3511	A. 10 A
~	181 M.M	200	<u></u>	10 a 3.4 mm	3.32
:5	2年3月12月8日	1.000	.5	-1 . 13 is	7.541
45	9F9-II, AA	T " 11	7	-0. Ta∧!	<u>-</u> 7 25
$\sim i$	PRO JUAN	COA	2.3	0.151	100.153
<b>~</b> > ·	2年3 JUAR	I OW	25	<u>-1.5148</u>	2 7 > .
4C	25.31.T.AR	1.00	27	-7.1912	7.00
<i>:</i> •	2月3 孔プビ	1. 14	3.5	= 1,45 %	<u>,-3</u> 4
1	253 MAC	:_^n	34		1. 14.1
• •	73 J. A5	•	37	3.3-11	1

1982 CRC ROAD ON PROGRAM
TARULATION OF FART-THPOTTLE SEFECTS
EASED ON NOMINAL CONCENTRAIONS

		OXY=	ETHANOL		- ~
ರಿಕಿ೦	GRADE	TEART	CAR	INTERCEP	FFFFCT
;	PEHMIUA	nIG	ż	0.0093	-1.71
2	PREMIUM	HIG	5	0.3182	-7.01
3	$5$ m is $31$ M $_{ m A}$	HĪS	7	-0.0655	7.45
41	P.A트 (11년)의	1: <b>I</b> G	23	0.6217	-0.14
<u> </u>	PERMINE A	HIS	25	0.2326	4.33
<u>^</u>	PREMIEW.	hIG	27	-0.6273	6.31
7	5月度(III)	HIG	35	0.9445	-17.79
9	PREMIES	nIS	36	-1.4510	24.42
Ģ	PPEALIM	1.3	37	0.3101	<b>-</b> 8.34
10	PREMIUM	<u> </u>	ä	0.0003	-21.74
11	PREMIUM	Low	6	0.3182	-15.54
12	PRE 11 UM	200	7	-0.0655	-2.17
13	PREAT ON	LOn	23	C.5217	-41.23
1.4	PREMI UM	LOW	25	C.2325	-3.24
15	PREMIUM	LOW	27	-0.6273	-14.45
16	PREMIUM	LOW	35	0.0445	-108.12
17	PREMIUM	LON	36	-1.4510	40.0R
10	502WINW	Low	37	0.3101	-10.30
13	REGULAR	HIB	5	0.0H55	-4.15
30	REDULAR	$\pi : \mathbb{F} G$	ż	-0.1378	2.25
ان	REGULAR	HIG	7	-0.0461	c.34
35	REGULAR	r.IU	53	0.0151	0.41
23	REGULAR	410	25	-1.5148	20 <b>.</b> 54
A = A	REGITLAR	пIЗ	27	-c.1912	-0.56
25	PEGUL AR	HIG	35	<b>-</b> 0.4508	-21.16
25	REBULAR	пIG	36	-0.a)59	8.07
27	0.630£48	HIC	37	0.3511	7.25
2 ₩	REGULAR	1,0	ŝ	מב און •י	3.71
. 7	393.II.AH	LOW	5	<b>-</b> 0.1373	3.00
30	イビジジピタイ	LOa	7	-0.0451	21.28
3 7	THE FULL AR	Loa	23	0.0151	-1.25
32	REGULAR	121714	25	-1.5148	- ^ 7 . 1 .
33	${\mathbb R}^{{\mathbb P} G} {\mathbb R}^{{\mathbb P} G}$	<u>E</u> OH	27	<del>-</del> 0.1912	4.51
3.4	دۂ ارز∓<	T_Cre	35	= 1 <b>.</b> 45 9원	-3.37
;-	AF3ULAF	LOW	36	-0. de 14.0	27.75
: ^	PF3 MAR		3 i	0.3511	5.54

1982 CRO BOAR ON BROGEAU TABULATION OF FART-THROTTLE ERRECTS BASED ON MEASURED CONCENTRATIONS

 CX X=	T_EU	TANOL

05S	CRAPE	TEALL	CAR	TRILLESCEP:	FHFFOT
182	REGULAR	n IG	23	0.0151	18.172
1:13	REGUL AR	HIG	25	-1.5148	24.100
18:4	REGULAR	HIG	27	-4.1912	21.7<0
185	REGULAR	hIG	35	=1.4598	-5.633
185	REGULAR	HIG	35	-0.4059	4.511
187	REGULAR	нĪG	3.7	0.35 H	<del>-</del> 5.895
168	REGULAR	Low	5	0.0855	-25.276
180	REGULAR	E Char	ń	-C.1378	3.153
190	REGULAR	Eog	7	-0.0461	-17.334
101	REGULAR	Lon	≥3	0.0151	-45.471
192	RFGUL≠R	Low	25	-1.5148	<del>-</del> 0.013
193	REGULAR	LOA	27	-0.1912	16.280
194	REGULAR	Lon	35	<b>-</b> 0.45 98	39.907
195	REGULAR	LOW	3.5	-0.4059	6.207
195	REGULAR	LOW	37	0.3511	34.474

# 1982 CRC ROAD ON PROGRAM TABULATION OF PART-THPOTTLE EFFECTS BASED ON MEASURED CONCENTRATIONS

 		OXY	= MeOH/TE	3A	
OBS	GSVDE	TEALT	CAR	INTERCEP	EFFECT
143 144 145 146 147 149 151 153 154 155 157 159 150	PREMIUM PREMIUM PREMIUM PREMIUM PREMIUM PREMIUM PREMIUM PREMIUM PREMIUM PREGULAR REGULAR REGULAR REGULAR REGULAR REGULAR REGULAR REGULAR REGULAR	# H H H H H H H H H H H H H H H H H H H	5 6 7 23 5 27 35 6 7 23 5 27 35 6 7 23 5 27 35 6 7 23 5 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 35 6 7 27 27 27 27 27 27 27 27 27 27 27 27 2	0.0093 0.3182 -0.0055 0.6217 0.2326 -0.6273 -0.6273 -1.4510 0.3101 0.0855 -0.1378 -0.0151 -1.5148 -0.15148 -0.4598 -0.4059	
 		OXY=T			
 		()X Y = .	_BUTARU:		
95.S	GRADE	TEAGE	C 4 - R	INTEROFF	EHAHOI
161 162 163 165 167 168 177 173 177 177 177	######################################	HIGGOOGO COM LOW LOOK AND COM WAS A COMMON W	5 6 7 33 5 7 5 6 7 5 6 7 3 5 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7 5 6 7	0.0003 0.3182 -7.0055 0.6217 -0.62273 -0.6273 -0.3103 -0.3103 -0.3103 -0.6277 -0.6273 -0.6273 -0.6273 -0.6273 -0.6273 -0.6273 -0.6273 -0.6273 -0.6273 -0.6273 -0.6273	-6.01% 10.476 -14.60% -11.223 -12.715 26.214
1 7 7 1 7 7 1 7 1	경투에 제 생물 교육및 제 생물 교육및 제 상품	913 913 913	27 6 7		-20.400 -4.31 -7.36

1982 CRC HOAD ON PROGRAM
TABULATION OF PART-THEOTILE EFFECTS
BASED ON MEASURED CONCENTRATIONS

---- OXY=MTB\_ETHER ----

ODC	COADE	, cvci	243	INTERCU	FEFFOT
OBS	GRADE	<u>"EVFI</u>	CAR	IN TERCH?	FFFTSL
107	PERMIT	HIG	5	0.0993	0.000
108	PREMIUM	HIG	5	C.3182	-10.102
109	PREMIUM	HIG	7	<u>-</u> 0.0555	5.129
110	FBEAT ON	hIG	2.3	0.6217	-15.440
111	PPEMIUM	HIG	25	0.2326	₩.759
112	SbĒMItiw	hIG	27	<del>-</del> 0.6273	<u>-</u> 3.659
113	5 SEWI DW	HIG	35	0.9445	-15.246
114	<b>BBEATOA</b>	нIС	36	-1.4510	10.475
115	SEEWI DW	HIG	37	0.3101	-12.631
116	PBEATIM	LOW	วิ	Ŭ• Joo3	7.300
117	PREMIUM	FOH	<u> 5</u>	0.3182	-1.511
118	PREMIUM	LOW	7	-0.0655	12.280
113	PREMIUM	LOW	23	0.6217	42.207
120	PREMIUM	LOW	25	0.2326	-0.311
121	PREMIUM	Lon	27	<del>-</del> 0.6273	-19.950
122	PREMIUM	LOvi	35	0.9445	-19.155
123	PREMIUM	Low	36	-1.4510	37.415
124	PREMIUM	LON	37	0.3101	-13.507
125	REGULAR	HIG	5	0.0355	-11.213
126	REGULAR	HIG	5	-0.1378	5.150
127	REGULAR	HIG	1	-0.0461	3.110
128	REGULAR	HIG	23	0.0151	20.677
129	REGUL AR	HIG	25	-1.5148	12.42/
130	REJULAR	HIG	27	-0.1912	-1.298
131	REJULAR	HIG	35	-0.4599	-~.∺12
132	REGULAR	HIG	36 37	-0.4059	7.672
133	REGULAR REGULAR	HIG		0.3511 0.0355	-6.355 -23.279
134 135	REGULAR	LOW	5	-0.137H	10.520
135 136	REGULAR	LOW LOW	6 7	-0.0461	23.770
137	REGULAR		23	0.0151	4.92%
138	REGULAR REGULAR	LOW LOW	25 25	-1.5148	25.351
139	25GUL AR	LOA	27	-0.1912	-6.150
140	REGULAR	LON	35	-0.4598	16.950
141	053/11.AP	Lon	36	-0.4050	0.344
1::2	VESHEAR	LOW	3.7	0.3511	n. 444
:.	a de complète à		- '	• 3. • •	•

# 1982 CRC ROAD ON PROGRAM TABULATION OF PART-THROTTLE EFFECTS BASED ON MEASURED CONCENTRATIONS

--- OXY=METHANOL ----

095	GRADE	LEVEL	CAR	INTERCEP	FHFTOT
73	PREMIUM	ri I G	5	0.0093	1.754
74	PREMIUM	HIG	5	0.3182	-11.178
75	PREMIUM	HIG	7	<b>-</b> 0.0555	2.515
76	PREMIUM	HIG	23	0.6217	-13.B05
77	PREMIUM	HIG	25	n.2326	20.541
79	PREMI UM	HIG	27	-0.6273	-1.683
79	PREVIUM	HIG	35	0.9445	-58.430
80	PREMIUM	HIG	35	-1.4510	10.252
81	BERTOW	HIG	37	0.3101	-18.402
82	PREMIUM:	LOW	Ġ	0.0003	-17.150
83	PREMIUM	LOW	5	0.3182	-14.216
84	PREMIUM	LOA	7	<u>-0.0655</u>	5.943
85	PREMIUM	LON	23	0.6217	-25.941
86	PREMIUM	I_CM	25	<b>0.</b> 2326	-14.704
<u> </u>	PREMIUM	LOW	27	-0.6273	-13.914
88	PREMIUM	LOW	35	0.9445	<del>-</del> 89.426
80	PREMIUM	Loa	36	-1.4510	37.775
90	<b>PREMIUM</b>	LON	37	0.3101	-14.588
91	RECULAR	HIG	5	0.0d55	-2,064
92	REGULAR	HIG	5	<del>-</del> 0.1378	-1.469
93	REGULAR	HIG	7	-0.0461	7.170
94	REGULAR	r: I G	27	<u>-</u> 0.1912	-6.010
25	REGULAR	ЧIG	35	-0.4598	<u>-10.078</u>
93	REGULAR	нIG	36	-0.4059	8.487
97	PECUL AR	HIG	37	0.3511	0.323
98	REGULAR	LOW	5	C. 08 55	-2.734
33	RFGULAR	Loa	ń	<b>-</b> 0.137∺	2.295
100	REGULAR	LOW	7	-0.0461	4.527
171	RESUL AR	LOn	23	0.0151	13.426
102	REGULAR	LOW	25	-1.5148	39.935
103	REGULIAR	LON	27	<b>-</b> 0.1912	-17.717
104	REDULAR	LOW	35	-0.1508	-/.b78
105	REGULAR	LOW	35	-(.4050	14.572
106	REDULAR	LOn	37	0.3511	<b>-</b> 3.17⊬

## 1982 CRC ROAD ON PROGRAM TABULATION OF PART-THROTTLE EFFECTS BASED ON MEASURED CONCENTRATIONS

---- OXY=ISOPROPANOL ----

OBS	GRADE	LEVEL	CAR	INTERCEP	EFFECT
37	PREMIUM	нIС	5	0.0093	3.419
38	PREMIUM	HIG	5	0.3182	-12.551
39	PREMIUM	HIG	$\tilde{7}$	-0.0655	-2.106
40	PREMIUM	HIG	23	0.6217	7.712
41	PREMIUM	HIG	25	0.2326	-10.432
42	PREMIUM	HIG	27	-0.6273	0.025
43	PREMIUM	HIG	35	0.9445	-12.706
.14	PREMIUM	HIG	36	-1.4510	23.571
45	PREMIUM	HIG	37	0.3101	-7.889
40	PREMIUM	LOW	5	<b>0.</b> 0003	-4.195
47	PREMIUM	Low	6	0.3182	-15.186
48	PREMIUM	LOW	7	-0.0655	-1.349
49	PREMIUM	LOW	23	0.6217	-51.734
50	PREMIUM	LOW	25	0.2326	3.387
51	PREMIUM	LOM	27	-0.6273	-18.421
52	PREMIUM	LOW	35	0.9445	<del>-</del> 21.483
53	PREMIUM	LOW	36	-1.4510	45.371
54	PREMIUM	LON	37	0.3101	-19.756
55	REGULAR	HIG	5	Q. 0H 55	-3.493
56	REGULAR	i: IG	5	<b>-</b> 0.1378	-1.870
57	REGUL AR	HIG	7	-0.0461	8.307
58	REGULAR	HIG	23	0.0151	15.733
59	REGULAR	HIG	25	-1.5148	21.527
50	REGULAR	HIG	27	-0.1912	<del>-</del> 2.595
$\sim 1$	REGUL AR	HIG	35	<b>-</b> 0.4598	1.247
52	REGULAR	HIG	36	<b>-</b> 0.4059	5.926
ი3	⊇EGUL AR	HIG	37	0.3511	7.055
54	REGULAR	LOM	Þ	n. 98 o5	3.850
<u>áb</u>	REBULAR	LOW	Ó	<b>-</b> ○.1378	8.550
ág.	REGULAH	FOM	7	-0.0461	-×.072
7/	REJULAR	LOW	23	0.0151	113.310
58	REBULAR	<u> 1</u> 0.,	25	-1.5148	33 <b>.</b> 760
26	REGULAR	LOH	27	-0.1912	7.964
70	REDULAR	LOW	35	-0.459E	-6.238
7.1	HFGUL AR	LON	35	-0.40FG	24.300
72	REJULAR	LOW	37	0.3511	15.450

1982 CRC ROAD ON PROGRAM
TABULATION OF PART-THROTTLE EFFECTS
BASED ON MEASURED CONCENTRATIONS

--- OXY=FTHANOL ---

OBS	GRADE	LEVEL	CAR	INTERCEP	EFFFOT
1	PREMIUM	nIG	ż	0.0093	-2.04
2	PREMIUM	HIG	6	0.3182	<u>-8</u> 2.3∧
3	PREMIUM	HIG	7	-0.0655	8.91
4	PREMIUM	EIH	23	0.6217	-C.17
5	PREMIUM	EIG	25	0.2326	5.77
5	PREMIUM	пIG	27	<u>-0.6273</u>	7.53
7	PREMIUM	HIG	35	0.9445	-21.23
H	PREMIUM	HIG	36	-1.4510	20.42
Q	PREMIUM	HIG	37	C.31C1	-10.00
10	PREMIUM	Loa	5	0.0063	-25.05
1 1	PREMIUM	LOA	6	0.3182	-14.02
12	PREMIUM	Lon	7	<u>-</u> 0.0655	-3.10
13	PREMIUM	LOW	23	0.6217	-47.50
14	PREMIUM	LOW	25	0.2326	-4.42
15	PREMIUM	LOW	27	-0.6273	-10.56
16	SBEMIUM	LOW	35	0.9445	-124.56
17	PREMIUM	Low	36	-1.4510	40.1/
13	PREMIUM	LOW	37	0.3101	<del>-</del> 22.04
1.3	REGULAR	HIG	5	0.0855	-4.59
50	REGULAR	hIG	5	<i>-r</i> .1378	2.53
21	PEGUL AR	HIG	7	-~.)4cl	7.13
22	RESULAR	i:IG	5.3	0.0151	7.45
23	REDULTR	HIG	25	-1.5148	23.12
24	RESULAR	HIG	27	<u>-0.1912</u>	-c) . / .:
25	REGULAS	HIG	35	-0.45 Ov	-23.77
26	REGULAR	нIG	36	-(', 1')5°	10.0
2.7	REGUL AR	HID	37	0.3611	1 ->
29	REGULAR	<u>Leta</u>	7	0,0455	$A \cdot \Omega I$
20	マピジンエスス	FON	Ĵ	-1.1374	₩.3M
30	RESULAR	LOa	7	-0.0461	22.17
31	REGULAR	LOA	23	0.0151	-1.30
32	REDULAR	LOW	<u> </u>	-1.51dd	-40.01
33	REGULAR	LOM	27	<u>-0.1912</u>	7.77
34	REGULAR	LOH	35	=1°, 45 %	-3.5 i
35	PATHEMA	LOA	30	<u>-</u> 0°,4059	24.71
36	KES ILAH	1. 35	3/	N. 35 H	5. · · · ·

APPENDIX H

OXYGENATE EFFECTS: PART-THROTTLE RESULTS

1982 CRC ROAD ON PROGRAM
TABULATION OF EFFECTS ON ROAD OCTANE PERFORMANCE
BASED ON MEASURED CONCENTRATIONS

	exy=	T_BUTANCL	GRA	DE=REGULAR	
08S	LEVEL	TYPE	CAR	INTERCEP	EFFECT
796	LOW	V.5	3	-0.83460	19.703
797	LOW	V 6	Ç	-0.40176	4.47
7⊋ਲ	LOW	<b>V</b> 8	17	-0.29236	2.036
790	LOW	L4	1.1	C.45786	<del>-</del> ⊱•∩≎∃
300	LON	Ľĸ	12	-0.3037×	16.502
801	LOW	L4	13	<del>-</del> 0.00868	6.407
302	LOW	L4	14	-0.45 796	-11.557
803	LOW	L4	15	-0.04150	-1.772
ਰO4	LON	L4	10	-0.56824	8.401
გინ	LOV.	<u>L</u> a	1.7	<del>-</del> C.20426	12.250
806	LOW	L 4	13	<b>-</b> 0.38886	31.320
807	LOW	L4	10	<b>-</b> 0.13158	4.340
808	LOW	<b>V</b> 6	20	-0.00434	-3.341
309	TOM	<u>L</u> 4	21	-0.05354	15.283
810	LOW	L4	22	0.03452	(1.465
811	LOW	L4	23	<del>-</del> 0.86396	10.930
812	LOW	L4	24	<b>-</b> 0.24850	<del>-</del> 2.652
813	Ľ()¥i	L4	25	-0.17492	22.343
4/4	LOR	VΘ	25	-0.60164	29.002
815	LOn	<u>_</u> .4	27	0.17992	2.863
316	LON	٧×	24	<del>-</del> 0.00012	5.030
817	LOW	14	50	0.21334	-2.795
81c	LOn	L 4	3 )	<del>-</del> 0.36906	20.052
#10	LOW	L4	31	-0.19910	-2.418
520	70 u	<u>L</u> 4	3.2	0.27490	11.489
821	LON	<u>L</u> 4	33	-0.16358	1.204
422	[_c) w	L4	34	-0.44596	0.347
823	LOW	¥6	35	<b>-</b> 0.45438	30.123
:24	LOW	L4	30	0.80242	-4.053
325	LOW	ĽΔ	37	<del>-</del> 0.04846	-15.404
-25	LOW	1.4	34	n.00908	4.750

1982 CRC ROAL ON PROGRAM
TABULATION OF EFFECTS ON ROAD OCTANE PERFORMANCE
BASED ON MEASURED CONCENTRATIONS

	()XY=	T_BUTANOL	Gk/	ADE=REGULAR	
088	LEVFI	TYPE	CAR	INTERCEM	EFFFCT
75 1	HIGH	٧6	1	-0.4476	0.022
752	HIGH	٧ <i>٨</i>	2	-0.1386	4.438
753	HIGH	L5	3	<b>-</b> 0.3742	12./25
754	HIGH	٧ĸ	A	-0.4479	12.701
755	HIGH	L6	5	-1.2304	22.782
75 h	HIGH	V6	ń	-1.2735	29.158
757	HIGH	v8	7	-0.4243	10.874
75H	H [ GH	V6	9	-0.8846	15.757
<u>7</u> 59	HIGH	V6	9	-0.4018	<b>-3.</b> 512
7 <u>0</u> 0	HIGH:	V8.	10	<del>-</del> 0.2924	-4.830
761	HIGH	L4	11	0.4579	-6.828
762	HIGH	L6	12	-0.8028	13.841
763	HIGH	L4	13	-0.0087	3.455
764	HIGH:	L4	14	-0.4660	<del>-</del> 2.289
765	HIGH	L4	15	-0.0415	10.565
766	HIGH	L4	16	-0.5689	5.454
767	HIGH	L4	17	-0.2043	<b>-</b> € •493
768	n I Gh	L4	18	-0.3889	6.428
769	HIGF	L4	19	-0.1316	-0.615 0.754
77 0	HIGH	٧٨	20	-0.0043	-0.756
7/1	HIGH	L4	21	-0.0535	-1.200
772	alGh	<u>i.</u> 4	22	0.0345	-11.003
773	HIGH	L4	23	-0.8640 0.3495	-19.465 -6.920
774 175	n I Gri	<u>L</u> 4	24 25	-0.2485 -0.1749	12.674
175 776	HIGE HIGE	۷6	26	-0.6016	30.733
773	HIGH	L 4	27	0.1799	7.055
77 <del>8</del>	in I Gh	75 75	28 28	-0.0001	-5 . Kon
779	HIGH	1.4	20	0.2133	-8.571
78 O	alGh	<u>L</u> 4	30	-0.3691	13.722
731	HIGH	<u>L</u> 4	31	-0.1991	<b>-√.</b> 363
732	HIGh:	L4	32	0.2749	r.147
733	HIGH	La	33	-0.1686	6.013
7≌4	ri I Gh	1.4	34	-0.4460	10.395
735	HIGH	٧ő	35	-0.4644	<b>-</b> 0.5⊬/
736	a: I Gir	1.4	36	0.4024	-7.70.1
72.7	410F	1.4	31	<u>⊸</u> : •^4455	-c.085
7.8H	ri IUh:	<u>[</u> .4	30	0.0001	∌.º५2
789	(LO)r.	Vα	1	-0.4475	15.714
790	Lun	V~	2 3	-0.1385	∺.≳ನಗ
701	LIN	1. 5		-0.3742	29.670
792	5 m	·/ <del></del>	.1	-0.4470	25.553
و (٠٠	ire	Ť. <b>^</b>	~	-1.23%	41.773
70a		. ^	7.	- 1.27 %	42.0
105	<u>:</u>	A	i	رندين. (۱ <b>-</b>	2.244

1982 CRC ROAD ON PROGRAM
TABULATION OF EFFFCIS ON ROAD OCTANT PERFORMANCE
BASED ON MEASURED CONCENTRATIONS

-- OXY=T\_BUTANCL GRADE=FREMIUM 088 LEVEL EYYT CA R INTERCEP EFFECT 720 LOW Vó 1-3 0.1316 0.422 -0.7093 721 LOW **V**6 0 19.000) 722 8V 10 -0.1899 16.554 LOW 723 0.0098 11 (.956 L() Ye L4 721 12 0.1593 LOW Lo 0.078 6.676 725 LOW 1.4 13 0.1046 -1.194 726 LOV. 14 0.4289 L4 727 15 LOW <u>L</u>4 0.0604 4.740 -0.3281 7.371 728 LOW L4 15 729 17 0.0247 LOW 1.4 23.347 730 13 -0.1183 1.850 LOW 14 731 LOW 14 19 0.0717 11.105 732 46 20 0.2080 -3.788 LOW 733 LOn L 4 21 0.432/ -27.635 734 LOW [4 22 -0.14()4 6.553 735 LOW L4 23 0.6302 -11.351 735 LOW L4 24 0.1704-30.815 731 25 0.0435 5.513 LOW 1.4 738 LOW 46 26 -1.3838 6.363 739 LOW L4 27 -0.3189 -0.001 74C L() W V6 28 -1.1388 24.547 741 LOW 2.1 -0.8n03 33.502 742 30 -0.2300 17.763 LOM: L4 743 -0.2894 <u>L</u>4 31 -1.35° LOW 744 L4 32 -0.3860 7.212 LON 745 <u>L</u>4 33 0.2749 10.291 LOY 0.800 -0.2907 745 LOW 14 3.1 35 747 LOY. ٧o 0.1601 A.742 -0.0002 748 LOY 1.4 35 -19.023 0.3540 749 -7.025 I\_C a 31 L 4 75 C <u>L</u>4 LOV. 3,~ 1.0321 -41.065

1982 CRC ROAD ON PROJEAM
TABULATION OF EFFECTS ON ROAD OCTANE PERFORMANCE
BASED ON MEASURED CONCENTRATIONS

	()XY=	T_BUTANGL	GRA	DE=PREMIUM	
CBS	ΓέλεΓ	TYPE	CAR	INTERCEP	REFECT
575	HIGH	40	1	<b>-</b> 0.0730	4.633
676	ri I Gh	V6	2	0.1617	1.349
677	н́ІСh	L6	3	0.1352	-3.570
676	HIGH	٧×	4	-C.1074	0.795
679	HIGH:	Ĺń	5	-0.7215	13.285
630	HIGH	V6	ń	-0.2754	<b>-3.</b> 574
58 <b>↓</b>	HIGH	٧ <del>٩</del>	7	-0.1442	-3.631
රස 2	HIGH	V6	<i>।</i> अ	0.1315	4.713
583	ii [Gh:	V6	O	-0.7093	17.411
0d 4	HIGH	V8	10	-0.1309	-2.522
585 585	HIGH	<u>L</u> <u>4</u>	11		
ემე <u>გგ</u> გ	HICH			0.0098	0.430
		Lo	12	0.1593	0.257
587 430	HIGH	L4	13	0.1046	-1.671
622 430	HIGH	<u> </u>	14	0.4239	3.736
689	HIGH	<u>[</u> 4	15	0.0604	4.804
690 690	HIGH	L4	15	-0.3281	12.964
691	HIGH	<u> </u>	17	0.0247	-2.405
692	HIGH	L4	1 ~	-0.1133	3.778
693	HIGH	<u>[</u> 4	10	0.0717	5.032
694	HIGH	٧o	20	0.20-0	9.374
695 103	HIGH	L <sub>4</sub> 1	21	0.4327	-0.241
9.59 9.59	HIGH	<u>1.4</u>	23	-0.1404	-1.540
697	нолы	<u>L</u> 4	23	0.6302	6.019
609	нотн	Ľ4	24	0.7704	20.779
60¢	HIGH	La	25	0.0435	10.550
700	HIGH	٧o	26	<b>-1.</b> 3338	10.907
701	HIGH	L4	27	÷0.8189	10.446
702	HIGH	<b>7</b> 5	23	<b>-1.</b> 1∂50	15.445
703	#IGh	<u>L</u> 4	23	-0.5003	23.100
104	HIGH	<u>L</u> 4	30	-0.2399	1.075
100	:iIGH	1.4	31	<b>-</b> 0.2894	<u>-</u> ( ,∴2≈
705	HIGH	<u>_</u> 1	32	-0.3860	4.901
707	nIGH	<u>!_</u> 4	33	0.2749	-1.937
7੦ੋਰ	∃IGH	<u>L</u> 4	34	-0.290/	1.137
700	HIGH	V 6	35	0.1501	6.45
11 3	HIBH	:_4	35	-0.0002	5.52
711	::IGH	<u>:</u> 4	37	0.3540	<u> </u>
112	$\pm 100$	<u>[</u>	ુકે ≒	1.0321	-13.74
713	LOW	v 6	1	-0.0/30	5.220
114	LOW	V6	<i>l</i> .	0.161	-6 . ₩ 3
715	r_Ow	Ló	3	0.1852	-4.54
710	[_ )W	7 -		-0.1d/4	11.35.
717		*_+	Š	<b>-</b> 0.721↔	
		Ve.	•	- N. 27 - 4	-1 . 1
719	t Dr.	14		-O_ +A 1,	
	14 7	•		•(	• '

### 1982 ORO ROAM ON PROGRAM TABULATION OF FART-THEOTTH FFFEOTS EASED ON NOMINAL CONCENTRATIONS

- OXY=MTU\_EIHER **088** GRADE LEVEL CAR IN TEROSP FFFFGT 0.0003 107 PREMION 0.055 108 PERMIUM 0.3142 -0.658 109 단요되었다. HIS 7 . no 55 4.003 -14.770 110 PREMITTE 23 0.6217 hIJ 111 PREMIUM 813 25 1.2326 PREMIUM 27 112 ii I J -0.6273 -3,508 113 PREALUM .35 0. 2445 -15.532 HIG 114 PREMIUM 36 HIS -1.4510 10.012 115 PERTUR -12.175 HIG 0.3101 115 PREMIUM LOW 0,0003 j 5.451 117 0.3192 PREMIUM LOW 5 -1.360 PREHIUM 7 118 LOW -0.0655 11.052 119 PREMIUM LOA 23 0.6217 37.936 -0.280 120 **PPEMIUM** LOW 25 0.2326 121 PREMIUM 1.()11 27 -0.6273 -17.950 122 PREMITER LOW 35 0.0445 -17.248 123 PREMIUM LOW -1.4510 36 33.674 124 PREMIUM L()w 0.3101 37 -12.157 125 REGULAR HIG 5 2.0855 -10.832 REGULAR 4,006 125 HIG 6 -0.137H 121 3.01/ RESULAR HIG. -0.3461 0.0151 123 REGULAR HIG23 20.057 129 HIG REGULAR 25 12.054 -1.5148 -1.2o° 130 REGULAR nIG 27 -0.1912 131 REGULAR HIG 35 LIN AF CH -2.604 132 REGULAR 7.442 HIG 36 -0.4059 133 REGULAR HIG 37 0.3511 -6.540 134 RECULAR LOW 0. 24 25 Ġ -22.527 1.00 135 RESULTAR 1 . 225 Ó -1.1379 135 RAJULAR LON 7 -0.04A1 23.100 137 REGULAR LOH 23 0.0151 138 REGULAR LOW 25 24.541 -1.514H 27 139 PEGULIAR LOW -0.1912 140 REGULAR 35 LOW -0.45 VH 15.475 141 REGULIAR -1 .41 hD LOA 35 9.126

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# 1982 CRC POAD ON PROGRAM TABULATION OF PART-THROTTLE FEFFCTS FASED ON NOMINAL CONCENTRAIONS

			77.12. 00	O(1) I (M IV/HO		
 		OXY	= MeOH/TB	A		_
ว <sub>ฮ</sub> S	GRADE	LEVEL	CAR	INTERCEP	SHEECT	
143	PREMIUM	HIG	ら	0.0993	-21.522	
144	PREMIUM	нIС	5	0.3182	-13.342	
145	PERMIUM	hIG	7	-0.0655	-1.527	
146	PREMIUM	HIG	23	0.6217	-12.474	
147	PREMIUM	HIG	25	0.2326	-3.560	
148	PREMIUM	HIG	27	-0.6273	-11.021	
140	PREMIUM	1. <b>T</b> G	35	0.2445	-24.041	
150	PREMIUM	HIG	36	-1.4510	15.774	
151	PREMIUM	HIS	37	0.3101	-8.357	
152	REGULAR	HIG	5	0.0855	-7.500	
153	REGULAR	нIG	5 5	<b>-</b> ∩.1378	-5.725	
154	REGULAR	HIG	7	-0.0461	4.579	
155	REGULAR	HIG	23	0.0151	16.27.1	
156	REGULAR	HIG	25	-1.5148	21.547	
157	REGULAR	HIG	27	-0.1912	-6.467	
158	REGUL AR	HIG	27 35	-0.4598	10.618	
15.9	REGULAR	HIG	36	-0.4059	1.770	
150	REGULAR	HIG	37	0.3511	7.483	
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 		OXY=T	_5UTANO			_
			_			•
13.5	GRADE	LEVEL	CAR	INTEROPP	TIFFOI	
101	PREMIUM	BIG	ń	o <u>.</u> goog	-11.127	
162	SEAT GA	HIG	Ó	0.3182	-2.856	
163	eREALUM	H I G		-0.0655	6.702	
104	PPEMIUM	HIO	23	0.6217	12.80%	
135	PDE#IUM	HIG	25	0.2326	5.537	
100	PREMIUM	=[3	21		-3.504	
157	2000年4月10日	∄IG	35	0.9445	-10.530	
100	PEMILIA	813	36	-1.4510	25.146	
150	PREALUM	нIG	3.7	0.3101	-×.71°	
170	무렵트레IUM	Low	5	0.3443	11.440	
171	25.E4I H#	LOn	5	0.3142	-0.171	
172	PERMISH	<u>"</u> (3)	7	-1.05 kb	√ <b>.</b> 7∩2	
173	구 - 17개 Î Fÿ4	LOa	23	0.6217	₩ <u>.</u> 613	
1.1	PREMIUM	Ena	25	1.2325	-13.030	
1/5	PHEMIC.	Ec a	37	-0.6273	-10.011	
115	PARTIE	Ë///i	3.4	C. 0446	-11.53/	
1 17	PREALUM	Ē )N	34 34	-1.4510	23.387	
1,-	PREMIUM	TON.	37	0.3101	<b>-</b> 23.129	
7.7	RED ILAR	йIЗ	D	ست بهر پ	-4,054	
1.47	75 J. J.		- ' •	<u>-</u> ^.13	1. 3m j	
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1982 CHC ROAD ON PROGRAM
TABULATION OF PART-THROTTLE REFECTS
EASED ON NOMINAL CONCENTRAIONS

	ΟX	Y = T	BUTA	NOL
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n5 S	GRADE	LEVEL	CAN	INTERCES	EFFECT
132	REGULAR	HIG	23	0.0151	15.624
183	REGULAR	пIG	25	-1.5148	20.734
184	REGULAR	HIG	27	-C.1912	18.730
135	REGULAR	HIG	35	-0.4508	-4.344
186	REGULAR	n I G	3.5	-0.4059	3. RB()
i ส 7	REGUL AR	HIG	37	0.3511	-5.070
188	REGULAR	LON	ີ່ສ່	0.0855	-23.254
187	REGUL AR	Loa	5	-0.13 <i>7</i> 8	2.901
100	REGULAR	[ + ]W	7	-0.0461	-15,948
191	RESULAR	LOW	23	0.0151	-41.333
192	REGULAR	ΞOα	25	-1.5148	-0.012
193	REGUL AR	LOW	27	-0.1912	14.977
104	REGULAR	LOW	35	-0.4508	36.715
195	REGUL AR	Low	36	-0.4059	5.710
196	REGIL AR	TOW	3.7	0.3511	31.715

A P P E N D I X I

RAW DATA: INDIVIDUAL ROAD OCTANE VALUES

E. B. VIN Y 7686 +10 D 1 1-124-83 3 72 28, 95 70  FUEL RUN SFK LOC NO ANY RN ROAD SPK ROAD HUN DATE G VAC THE BROOM HUN DATE G VAC THE BROOM HUN DATE G VAC THE BROOM HUN LAST REAL RUN SFK ROAD SPK RN RN ROAD SPK RN RN ROAD SPK RN ROAD SPK RN RN ROAD SPK RN							•		4	9					
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22	-	7.0	2800	80.3			
22	~	<b>9</b> .0	2550	80.8			
23	-	<b>89</b>	2620	0.7			
23	~	7.5	2400	<b>9</b> 0.5			
74	<b>-</b>	10.0	2450	92.5			
74	~	o. •	2550	91.8			
25	-	<b>8</b> .0	2375	90.7			
25	~	<b>8</b> 9	<b>5</b> 400	90.7			
<b>58</b>	-	7.0	2500	<b>9</b> 0.3			
78	~	<b>0</b> .	2478	8.18			
27	-	7.5	2425	<b>9</b> 0.0			
27	~	<b>8</b> 0	2375	91.0			
28	_	7.0	248	80.3			
28	8	<b>8</b> 9	2425	0.10			

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2	8	22.0	2850	94.0			
22	-	21.0	2850	93.0			
22	~	21.0	2850	93.0			
23	-	22.0	2850	0.4			
23	~	22.0	2850	0.4			
24	-	22.0	2850	94.0			
24	8	22.0	2850	94.0			
52	<b>-</b>	24.0	2850	0. <b>98</b>			
25	8	24.0	2850	0. <b>98</b>			
26	-	22.0	2850	<b>6</b> 7.0			
<b>58</b>	8	22.0	2850	0.7			
27	-	13.0	2850	86.4			
27	~	13.0	2850	86.4			
28	-	0.61	2850	<b>0</b> .			
28	~	18.0	2850	<b>.</b>			

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77	·-	(C)	2000	92.0			
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23	~	10.5	1900	92.1			
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25	_	10.3	<b>200</b>	92.5			
25	~	10.7	<b>9</b> 00	92.3			
<b>58</b>	-	10.1	2000	92.4			
26	8	9.5	1900	91.2			
27	-	7.0	1900	88.2			
27	8	1.3	1900	87.6			
28	_	æ .0	<b>5</b> 000	92.1			
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21	-	27.8	2458	4.16	42.6	1975	86.4
2	. 6	31.2	2471	60	43.4	2115	88.7
22		24.0	2484	89	43.5	2097	86.0
2 2	۰ ۲۷	30.9	2469	90.7	35.8	1755	88.4
23	· <del>-</del>	27.0	2556	- 16	46.3	2038	87.1
23	~	33.1	2466	92.2	38.8	1659	87.8
24	-	24.1	2597	88 6			
24	~	30 1	2581	90.2	42.0	2106	88.2
25	<del>-</del>	26.9	2592	91.0	46.0	2058	86.8
52	~	25.4	2401	88.9	29.1	1712	83.8
<b>5</b> 8	<del>-</del>	24.7	2622	88.8	45.1	2044	86.8
28	~	26.2	2358	89.2	29.6	1744	84.1
27	-	18.4	2640	88.3	33.2	2038	82.0
27	~	22.5	2580	86.8	25.7	2068	82.2
28	-	25.7	2514	80.4	34.1	2 108	81.7
28	~	28.0	2470	89.8	30.5	1970	84.4
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22	~	Ø)	2100	92.8			
23	-	7.8	2100	92.5			
23	~	60	2100	93.1			
24	-	<b>60</b>	2100	87.8			
7	~	60	2100	93.2			
25	-	<b>.</b>	2100	83.3			
75	~	10.3	1700	93.5			
26	-	10.2	2100	93.8			
26	~		2100	93.1			
27	-	<b>.</b>	1700	89.0			
27	~	10	1700	0.08			
28	-	7.7	2100	92.4			
28	8	7.5	2100	92.1			

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PART TH	AN S																																									
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	-	34.0	1850	92.9	30.0	1600	<b>9</b> .0 <b>6</b>	
1 0	~ ~	34.0	1850	92.8	31.0	160 00	<b>9</b> . <b>1</b>	
. m	-	31.0	1850	92.0	28.0	<b>6</b> 00	0.0 <b>6</b>	
e	~	33.0	1850	92.2	28.0	<b>6</b> 00	91.2	
4	-	32.0	1850	92.3	32.0	<b>5</b> 600	91.2	
•	~	32.0	1850	8.1.8	33.0	<b>16</b> 00	92.3	
W7	-	31.0	1850	92.0	30.0	<b>5</b> 00	80.08	
147	. 6	36.0	1850	93.1	31.0	<b>16</b> 00	91.8	
•	-	29.0	1850	91.3	32.0	<b>16</b> 00	91.2	
<b>c</b>	~ ~	32.0	1850	9.1.8	32.0	1600	82.0	
	-	20.0	1850	87.0	23.0	<b>16</b> 00	88.3	
_	~ ~	21.0	1850	87.4	23.0	<b>16</b> 00	89.1	
90	-	31.0	1850	92.0	31.0	<b>6</b> 000	80.8	
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1         22.0         1850         87.1         28.0         1600           2         24.0         1850         88.0         25.0         1400           2         24.0         1850         88.0         27.0         1600           2         24.0         1850         88.9         25.0         1400           2         28.0         1850         88.3         28.0         1400           2         28.0         1850         88.3         28.0         1400           2         28.0         1850         88.3         28.0         1400           2         28.0         1850         88.3         28.0         1400           2         28.0         1850         88.7         27.0         1400           2         28.0         1850         88.7         27.0         1400           2         28.0         1850         88.7         27.0         1400           2         28.0         1850         88.7         28.0         1400           2         28.0         1850         88.7         28.0         1400           2         28.0         1850         88.7         28.0		-	9	8	: <b>&gt;</b>	RPM	Z		AD	RPM	Z.O					
22.0         1850         87.1         28.0         1600           24.0         1850         88.0         25.0         1400           27.0         1850         88.9         25.0         1400           25.0         1850         88.9         25.0         1600           28.0         1850         88.3         28.0         1400           28.0         1850         89.8         28.0         1400           28.0         1850         89.8         28.0         1400           28.0         1850         89.8         28.0         1400           28.0         1850         89.0         27.0         1400           28.0         1850         89.0         27.0         1400           28.0         1850         89.0         27.0         1400           28.0         1850         89.0         27.0         1400           28.0         1850         89.0         27.0         1400           28.0         1850         89.0         28.0         1400           28.0         1850         89.0         28.0         1400           28.0         1850         89.0         28.0		į	:	1			!!!		!	!	:					
24.0         1850         88.0         25.0         1400           27.0         1850         88.0         25.0         1400           26.0         1850         89.9         27.0         1600           28.0         1850         89.9         27.0         1600           28.0         1850         89.9         28.0         1400           28.0         1850         89.8         28.0         1400           28.0         1850         89.9         28.0         1400           28.0         1850         89.0         28.0         1400           28.0         1850         89.0         27.0         1400           28.0         1850         89.0         27.0         1400           28.0         1850         89.0         27.0         1400           28.0         1850         89.0         27.0         1400           28.0         1850         89.3         27.0         1400           28.0         1850         89.3         27.0         1400           28.0         1850         89.3         28.0         1400           28.0         1850         89.3         28.0			_	000	•	CRAL	1 7 4		0	0081	8					
27.0         1850         90.0         27.0         1600           26.0         1850         89.3         25.0         1600           28.0         1850         89.3         25.0         1600           28.0         1850         89.3         28.0         1400           28.0         1850         89.8         28.0         1400           28.0         1850         89.8         28.0         1400           28.0         1850         89.0         28.0         1400           28.0         1850         89.0         27.0         1600           28.0         1850         89.0         27.0         1400           29.0         1850         89.0         27.0         1400           29.0         1850         89.0         27.0         1400           29.0         1850         89.0         27.0         1400           29.0         1850         89.0         27.0         1400           29.0         1850         89.3         28.0         1400           29.0         1850         89.3         28.0         1400           29.0         1850         89.3         29.0		•	- ~	24	) c	1850	0.88		25.0	8 4	) on					
30.0       1850       89.9       25.0       1600         25.0       1850       89.3       28.0       1600         28.0       1850       89.3       28.0       1400         28.0       1850       89.8       28.0       1400         28.0       1850       89.8       28.0       1400         28.0       1850       89.8       28.0       1400         28.0       1850       89.0       27.0       1400         28.0       1850       89.0       27.0       1400         28.0       1850       89.0       27.0       1400         28.0       1850       89.0       27.0       1400         28.0       1850       89.0       27.0       1400         28.0       1850       89.0       27.0       1400         28.0       1850       89.3       28.0       1400         28.0       1850       89.3       28.0       1400         28.0       1850       89.3       29.0       1400         28.0       1850       89.3       29.0       1400         39.0       1850       89.3       29.0       1400			_	27		1850	90.0		27.0	1600	89.3					
25.0         1850         89.0         28.0         1600           28.0         1850         89.3         28.0         1400           28.0         1850         89.8         28.0         1400           28.0         1850         89.8         28.0         1400           28.0         1850         89.8         28.0         1400           28.0         1850         89.0         27.0         1600           28.0         1850         89.7         27.0         1600           28.0         1850         89.9         27.0         1600           29.0         1850         89.9         27.0         1400           28.0         1850         89.9         27.0         1400           29.0         1850         89.9         27.0         1400           29.0         1850         89.9         27.0         1400           29.0         1850         89.9         28.0         1600           29.0         1850         89.9         28.0         1600           29.0         1850         89.9         29.0         1600           29.0         1850         89.1         29.0		•	. ~4	30		1850	89.8		25.0	1600	88.9					
2       28.0       1850       88.3       28.0       1400         2       28.0       1850       89.8       28.0       1400         2       28.0       1850       89.8       28.0       1400         2       29.0       1850       89.8       28.0       1400         2       29.0       1850       89.8       28.0       1400         2       28.0       1850       89.0       27.0       1400         2       28.0       1850       89.0       27.0       1400         2       28.0       1850       89.0       27.0       1400         2       28.0       1850       89.0       27.0       1400         2       28.0       1850       89.0       27.0       1400         2       28.0       1850       89.0       27.0       1400         2       28.0       1850       89.0       29.0       1400         2       28.0       1850       89.3       29.0       1400         2       28.0       1850       89.3       29.0       1400         2       28.0       1850       89.3       29.0       1400			_	25		1850	0.68		28.0	1800	89.6					
1         26.0         1850         89.6         28.0         1800           2         28.0         1850         89.8         28.0         1400           2         28.0         1850         89.6         28.0         1400           2         28.0         1850         89.6         28.0         1400           2         28.0         1850         89.6         27.0         1400           2         28.0         1850         89.0         27.0         1400           2         28.0         1850         89.9         27.0         1400           2         28.0         1850         89.9         27.0         1400           2         28.0         1850         89.9         27.0         1400           2         28.0         1850         89.3         27.0         1400           2         28.0         1850         89.3         28.0         1400           2         28.0         1850         89.3         29.0         1400           2         28.0         1850         89.3         29.0         1400           2         28.0         1850         89.3         29.0		•	~	28	0	1850	89.3		26.0	<b>4</b> 00	89.2					
2       28.0       1850       89.3       28.0       1400         2       29.0       1850       89.6       28.0       1400         2       29.0       1850       89.6       28.0       1400         2       26.0       1850       89.6       27.0       1400         2       26.0       1850       89.9       27.0       1400         2       26.0       1850       89.9       27.0       1400         2       26.0       1850       89.9       27.0       1400         2       28.0       1850       89.9       27.0       1400         2       28.0       1850       89.3       27.0       1400         2       28.0       1850       89.3       28.0       1400         2       28.0       1850       89.3       28.0       1400         2       28.0       1850       89.3       28.0       1400         2       28.0       1850       89.3       28.0       1400         2       28.0       1850       89.3       29.0       1400         2       28.0       1850       89.8       29.0       1400			_	28	0	1850	89.8		29.0	1600	89.8					
1         28.0         1850         89.6         28.0         1460           2         29.0         1850         89.6         28.0         1400           2         28.0         1850         89.7         28.0         1400           2         28.0         1850         88.7         25.0         1400           2         26.0         1850         88.7         27.0         1400           2         28.0         1850         88.7         27.0         1400           2         28.0         1850         88.7         27.0         1400           2         28.0         1850         88.7         28.0         1400           2         28.0         1850         89.3         28.0         1400           2         28.0         1850         88.7         28.0         1400           2         28.0         1850         88.7         28.0         1400           2         28.0         1850         88.7         28.0         1400           2         28.0         1850         89.3         28.0         1400           2         28.0         1850         89.3         28.0		•	~4	28.	0	1850	89.3		28.0	400	89.8					
29.0         1850         89.6         26.0         1400           25.0         1850         89.0         27.0         1400           26.0         1850         88.7         27.0         1400           26.0         1850         88.7         27.0         1400           25.0         1850         89.0         27.0         1400           26.0         1850         89.3         27.0         1400           27.0         1850         89.7         27.0         1400           28.0         1850         89.0         27.0         1400           29.0         1850         89.0         27.0         1400           27.0         1850         89.0         27.0         1400           28.0         1850         89.0         27.0         1400           29.0         1850         89.3         28.0         1400           29.0         1850         89.3         29.0         1400           29.0         1850         89.3         29.0         1400           39.0         1850         89.3         29.0         1400           39.0         1850         89.4         31.0			_	28.	0	1850	89.8		28.0	1600	88.8					
25.0         1850         89.0         27.0         1600           26.0         1850         88.7         27.0         1400           26.0         1850         88.7         27.0         1400           25.0         1850         88.7         27.0         1400           26.0         1850         88.7         27.0         1400           26.0         1850         88.7         27.0         1400           27.0         1850         88.7         28.0         1600           28.0         1850         88.7         28.0         1400           27.0         1850         89.0         28.0         1400           27.0         1850         89.0         28.0         1400           27.0         1850         89.0         28.0         1400           28.0         1850         89.3         28.0         1400           29.0         1850         89.1         27.0         1400           39.0         1850         89.1         28.0         1400           39.0         1850         89.2         29.0         1400           39.0         1850         89.8         29.0		••	~	29.	0	1850	89.6		28.0	400	89.2					
26.0     1850     88.7     28.0     1400       23.0     1850     87.8     25.0     1400       26.0     1850     88.7     27.0     1400       23.0     1850     88.7     27.0     1400       23.0     1850     88.7     27.0     1400       28.0     1850     88.7     27.0     1400       28.0     1850     88.7     27.0     1400       27.0     1850     89.3     28.0     1400       27.0     1850     89.3     28.0     1400       27.0     1850     89.3     28.0     1400       27.0     1850     89.9     29.0     1400       28.0     1850     89.9     29.0     1400       28.0     1850     89.9     29.0     1600       30.0     1850     91.8     30.0     1600       30.0     1850     81.6     30.0     1600       30.0     1850     81.6     30.0     1600       28.0     1850     80.8     27.0     1600       29.0     1850     80.8     29.0     1600       20.0     1850     80.8     27.0     1600       29.0     1850 <t< td=""><td></td><td></td><td>_</td><td>25.</td><td>•</td><td>1850</td><td>89.0</td><td></td><td>27.0</td><td><del>1</del>600</td><td>88.3</td><td></td><td></td><td></td><td></td><td></td></t<>			_	25.	•	1850	89.0		27.0	<del>1</del> 600	88.3					
1       23.0       1850       87.8       25.0       1600         2       26.0       1850       88.7       27.0       1400         2       26.0       1850       89.9       27.0       1400         2       28.0       1850       87.8       27.0       1400         2       28.0       1850       88.7       28.0       1400         2       28.0       1850       89.3       28.0       1400         2       28.0       1850       89.0       28.0       1400         2       28.0       1850       89.0       28.0       1400         2       28.0       1850       89.0       28.0       1400         2       28.0       1850       89.0       28.0       1400         2       29.0       1850       89.0       29.0       1400         2       29.0       1850       89.2       29.0       1400         2       29.0       1850       89.2       29.0       1600         2       29.0       1850       89.2       29.0       1600         2       29.0       1850       89.2       29.0       1600		••	~4	28.	0	1850	88.7		28.0	8	88.8					
26.0       1850       88.7       27.0       1400         25.0       1850       88.9       32.0       1400         26.0       1850       87.8       27.0       1400         27.0       1850       87.8       26.0       1400         27.0       1850       88.7       26.0       1400         27.0       1850       88.7       26.0       1400         27.0       1850       89.3       26.0       1400         27.0       1850       89.3       26.0       1400         27.0       1850       89.3       26.0       1400         27.0       1850       89.9       29.0       1400         27.0       1850       89.9       29.0       1400         28.0       1850       89.8       29.0       1400         29.0       1850       89.8       29.0       1400         29.0       1850       89.8       29.0       1400         29.0       1850       89.8       29.0       1600         29.0       1850       89.8       29.0       1600         29.0       1850       89.8       29.0       1600			_	23.	0	1850	87.8		25.0	8	88.0					
1       25.0       1850       89.0       32.0       1400         2       30.0       1850       89.9       37.0       1400         2       28.0       1850       87.8       27.0       1400         2       28.0       1850       89.7       28.0       1400         2       28.0       1850       89.3       28.0       1400         2       22.0       1850       89.3       28.0       1400         2       22.0       1850       89.3       28.0       1400         2       22.0       1850       89.3       28.0       1400         2       22.0       1850       89.3       29.0       1400         2       28.0       1850       89.3       29.0       1400         2       28.0       1850       89.3       29.0       1400         2       28.0       1850       89.3       29.0       1400         2       28.0       1850       89.3       29.0       1400         2       29.0       1850       89.8       29.0       1400         2       29.0       1850       89.8       29.0       1600		•••	<b>~</b>	28	0	1850	88.7		27.0	8	88 · G					
20.0     1850     88.3     27.0     1850       23.0     1850     88.7     28.0     1400       23.0     1850     88.7     26.0     1400       24.0     1850     88.7     26.0     1400       25.0     1850     80.0     29.0     1400       25.0     1850     89.9     29.0     1400       25.0     1850     88.7     28.0     1400       25.0     1850     88.7     28.0     1400       25.0     1850     89.9     27.0     1400       25.0     1850     81.8     30.0     1400       25.0     1850     81.8     30.0     1400       25.0     1850     81.3     28.0     1400       26.0     1850     81.8     30.0     1400       27.0     1850     81.8     30.0     1400       27.0     1850     81.8     30.0     1400       28.0     1850     80.8     30.0     1600       29.0     1850     80.8     29.0     1600       29.0     1850     80.8     27.0     1600       29.0     1850     80.8     27.0     1600       29.0     1850 <t< td=""><td></td><td>•</td><td>_,</td><td>23.</td><td>0 (</td><td>1850</td><td>0.0</td><td></td><td>32.0</td><td>9</td><td>80.08 0.08</td><td></td><td></td><td></td><td></td><td></td></t<>		•	_,	23.	0 (	1850	0.0		32.0	9	80.08 0.08					
2.3.0       1850       87.8       27.0       1400         2.3.0       1850       87.8       28.0       1400         2.3.0       1850       87.8       28.0       1400         2.3.0       1850       89.3       28.0       1400         2.3.0       1850       89.3       28.0       1400         2.3.0       1850       89.9       29.0       1400         2.3.0       1850       89.9       29.0       1400         2.3.0       1850       89.9       29.0       1400         2.3.0       1850       89.9       29.0       1400         2.3.0       1850       89.1       28.0       1400         2.3.0       1850       89.1       28.0       1400         2.3.0       1850       89.1       30.0       1600         2.3.0       1850       80.8       29.0       1600         2.2.0       1850       80.8       29.0       1600         2.2.0       1850       80.8       27.0       1600         2.2.0       1850       81.3       31.0       1600         2.3.0       1850       81.3       31.0       1600				, c	<b>.</b>	1830	9 C		2.0	3 5						
2.3.0       1850       87.8       26.0       1850       88.7       27.0       1400         2.7.0       1850       88.7       27.0       1400       1400         2.7.0       1850       89.3       28.0       1400         2.8.0       1850       89.9       29.0       1800         2.8.0       1850       88.9       29.0       1400         2.8.0       1850       88.7       28.0       1400         2.8.0       1850       81.8       29.0       1400         2.8.0       1850       81.3       28.0       1400         2.8.0       1850       81.3       29.0       1800         2.8.0       1850       81.6       30.0       1800         2.8.0       1850       81.6       30.0       1800         2.8.0       1850       80.8       29.0       1800         2.8.0       1850       80.8       29.0       1800         2.8.0       1850       80.8       27.0       1800         2.8.0       1850       81.3       31.0       1800         2.8.0       1850       81.3       31.0       1800         2.8.0		•		2 6	<b>.</b>		0 / 0 0 / 0		) e	3 5	? 6					
2       26.0       1850       88.7       27.0       1400         2       28.0       1850       89.7       28.0       1400         2       28.0       1850       89.3       28.0       1400         2       28.0       1850       89.9       29.0       1400         2       26.0       1850       88.7       29.0       1400         2       26.0       1850       81.3       29.0       1400         2       26.0       1850       81.3       29.0       1400         2       35.0       1850       81.3       29.0       1400         2       39.0       1850       81.3       29.0       1800         2       33.0       1850       81.6       30.0       1800         2       33.0       1850       80.8       29.0       1800         2       29.0       1850       80.8       29.0       1800         2       29.0       1850       80.4       29.0       1800         2       29.0       1850       80.4       29.0       1800         2       29.0       1850       81.3       31.0       1800		•				0 4 0 10 0 10 0 10	. c		) E	5 5						
27.0     1850     90.0     28.0     1850       27.0     1850     89.3     28.0     1400       27.0     1850     89.9     29.0     1400       27.0     1850     88.7     28.0     1400       2 28.0     1850     88.7     29.0     1400       2 28.0     1850     81.3     29.0     1400       2 35.0     1850     81.3     28.0     1400       2 33.0     1850     81.3     29.0     1600       2 33.0     1850     81.6     30.0     1600       2 30.0     1850     80.8     30.0     1600       2 28.0     1850     80.8     30.0     1600       2 29.0     1850     80.8     32.0     1600       2 29.0     1850     80.8     32.0     1600       2 29.0     1850     80.8     29.0     1600       2 29.0     1850     80.8     29.0     1600       2 29.0     1850     80.8     27.0     1600       2 32.0     1850     81.3     31.0     1600       2 32.0     1850     81.3     31.0     1600       2 32.0     1850     81.3     32.0     1600       3 20		•	- ~	2 6		2 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 40 to 4	. e		2.5	2 5						
2       28.0       1850       89.3       26.0       1400         2       27.0       1850       89.9       29.0       1400         2       25.0       1850       89.9       29.0       1400         2       26.0       1850       88.7       28.0       1400         2       26.0       1850       81.3       29.0       1400         3       1.0       1850       81.3       28.0       1400         2       35.0       1850       81.3       28.0       1400         3       1.0       1850       84.1       31.0       1800         2       33.0       1850       80.8       30.0       1800         2       29.0       1850       80.8       30.0       1800         2       29.0       1850       80.8       32.0       1800         2       29.0       1850       80.4       23.0       1800         2       29.0       1850       81.3       31.0       1800         2       29.0       1850       81.3       31.0       1800         2       29.0       1850       81.3       32.0       1800 </td <td></td> <td>•</td> <td></td> <td>27</td> <td></td> <td>1850</td> <td>0.08</td> <td></td> <td>28.0</td> <td>900</td> <td>0.68</td> <td></td> <td></td> <td></td> <td></td> <td></td>		•		27		1850	0.08		28.0	900	0.68					
1     27.0     1850     80.0     28.0     1800       2     30.0     1850     89.0     29.0     1400       2     26.0     1850     88.7     28.0     1400       1     31.0     1850     91.8     30.0     1400       2     35.0     1850     92.8     28.0     1400       2     39.0     1850     94.1     31.0     1800       2     30.0     1850     91.6     30.0     1800       2     30.0     1850     90.8     30.0     1800       2     30.0     1850     80.8     30.0     1800       2     20.0     1850     80.8     29.0     1800       2     20.0     1850     80.8     27.0     1800       2     32.0     1850     80.8     27.0     1800       2     32.0     1850     81.3     31.0     1800       2     32.0     1850     81.8     32.0     1800       2     32.0     1850     81.8     32.0     1800       3     20.0     1850     81.8     32.0     1800       3     32.0     1800     1800     1800       3		•	~	78		1850	88.3		28.0	8	89.2					
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1     25.0     1850     88.0     27.0     1600       2     26.0     1850     88.7     28.0     1400       2     35.0     1850     91.8     30.0     1400       2     34.0     1850     94.1     31.0     1600       2     39.0     1850     91.6     30.0     1600       2     30.0     1850     90.8     30.0     1600       2     30.0     1850     90.8     30.0     1600       2     20.0     1850     91.1     32.0     1600       2     20.0     1850     90.8     27.0     1600       2     20.0     1850     91.3     31.0     1600       2     20.0     1850     91.8     27.0     1600       2     32.0     1850     91.8     32.0     1600       2     32.0     1850     91.8     32.0     1600       2     32.0     1850     91.8     32.0     1600       2     32.0     1850     91.8     32.0     1600       2     32.0     1850     91.8     32.0     1600       3     2     92.3     28.0     1600       1		•	~4	30	0	1850	<b>8</b> 0.0		29.0	<b>40</b>	90.2					
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1     31.0     1850     91.8     30.0     1800       2     35.0     1850     91.3     28.0     1400       2     34.0     1850     94.1     31.0     1800       2     30.0     1850     91.6     30.0     1800       2     33.0     1850     90.8     30.0     1800       2     30.0     1850     90.4     28.0     1800       2     29.0     1850     90.4     28.0     1800       2     29.0     1850     91.3     31.0     1800       2     32.0     1850     91.3     31.0     1800       2     32.0     1850     91.3     32.0     1800       3     1850     91.3     32.0     1800       3     1850     91.3     28.0     1800       3     1850     91.3     28.0     1600       1     29.0     1850     91.8     28.0     1600       2     32.0     1800     1600     1600		••	~4	9	0	1850	88.7		28.0	8						
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22	84	0.=	2400	88.8			
23	-	17.0	2050	<b>3</b> 0.8			
23	8	11.0	2350	89.8			
24	-	0.0	2150	88.3			
24	8	11.0	2 100	88			
22	_	0.	2300	90.0			
25	~	1.0	2200	88.3			
<b>5</b> 8	-	20.0	2700	<b>91</b> .3			
28	~	12.0	2150	88.8			
27	-	5.0	2100	86.6			
27	8	7.0	2100	87.3			
28	-	15.0	2450	0.08			
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24	~	43.7	3274	87.0			
25	-	38.8	3275	87.9			
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28	-	39.5	3190	87.9			
78	~	41.7	3178	87.0			
27	-	27.3	3033	85.4			
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22	8	29.0	2300	93.3			
23	_	34.0	2300	92.8			
23	74	27.0	2300	92.7			
24	-	38.0	2300	93.1			
24	8	28.0	2300	93.0			
25	-	36.0	2300	93.1			
25	8	28.0	2300	93.0			
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27	-	22.0	2300	88.2			
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22	8	22.0	2000	93.6			
23	-	27.0	2000	9.0			
23	8	28.0	2000	95.3			
74	-	32.0	2000	96.5			
24	~	27.0	2000	92.6			
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25	-	37.8	3200	91.0			
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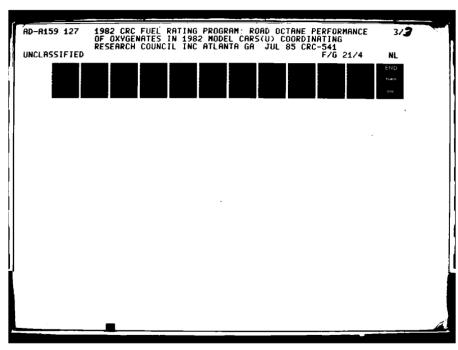
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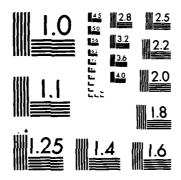
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1.5.3         1500         87.7         6.8         1400         88.3         1400         88.3         1400         88.3         1400         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3         1450         88.3 <td< td=""><td></td><td></td><td></td><td></td><td></td><td>1 1</td><td>ı</td><td>:</td><td>!</td><td></td><td>1</td><td>1 1</td><td>•</td><td>'</td><td>1 1</td><td></td><td></td><td></td><td></td><td></td><td></td></td<>						1 1	ı	:	!		1	1 1	•	'	1 1						
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2         6.0         1700         91.7         9.3         1450         91.4         9.3         1450         91.4         9.3         1450         91.4         9.3         1450         91.4         9.3         1450         91.4         9.3         1450         91.4         9.3         1450         91.4         9.3         1450         91.4         9.3         1450         91.4         9.3         1450         91.4         9.3         1450         91.4         9.3         1450         91.4         9.3         1450         91.4         9.3         1450         91.4         9.5         1450         91.4         9.5         1450         91.4         9.5         1450         91.4         9.5         1450         91.4         9.5         1450         91.4         9.5         1450         91.4         9.5         1450         91.4         9.5         1450         91.4         91.5         1450         91.4         91.5         91.4         91.5         91.4         91.5         91.4         91.5         91.4         91.5         91.4         91.5         91.4         91.5         91.4         91.5         91.4         91.5         91.4         91.5         91.5         91.						٠,			· œ			20.0			450	ľŒ					
2         5.9         1500         90.4         8.0         1400         96           2         7.9         1500         91.9         7.8         1450         96           2         7.9         1500         91.9         8.0         1400         96           2         7.9         1500         92.8         1.0         1450         96           2         6.3         1650         93.2         8.0         1450         86           3         1500         92.8         10.7         1450         86           4         7.7         1450         86         8.5         1500         86           4         7.7         1450         86         8.3         1400         86           5         8.0         1500         80.8         8.3         1400         86           6         1500         80.8         8.2         1400         86           7         1600         80.8         8.7         1400         86           8         1600         80.8         8.7         1400         86           9         1600         80.8         8.7         1400         86						۰,				•	200	7 14			450	Œ					
2         5.9         1500         91.8         8.5         1500         91.8         8.5         1500         91.9         7.8         1450         88         1750         92.4         9.6         1750         88         1750         98         1750         98         1750         98         1750         98         1750         88         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1750         98         1						(m			6	•	200	4.08	_		00	•					
1       9.2       1500       91.9       7.8       1450       86         2       7.6       1750       92.4       8.6       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       86       1700       1700       86       1700       1700       1700       1700       1700       1700						n		~ ~	'n		200	9.16			200						
2         7.6         1750         92.4         9.6         1700         98.4         9.6         1700         98.4         9.6         1700         98.4         9.6         1700         98.2         9.7         1450         98.2         16.7         1450         98.2         16.7         1450         98.2         16.7         1450         98.2         16.7         1450         98.2         16.7         1450         98.2         16.7         1450         98.2         16.7         1450         98.2         16.7         1450         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2         16.0         98.2 <td></td> <td></td> <td></td> <td></td> <td></td> <td>*</td> <td></td> <td>_</td> <td>•</td> <td>_</td> <td>200</td> <td>91.9</td> <td>-</td> <td>8</td> <td>450</td> <td>•</td> <td></td> <td></td> <td></td> <td></td> <td></td>						*		_	•	_	200	91.9	-	8	450	•					
1         6.7         1500         90.8         8.7         1450         86.8           1         12.5         1650         91.4         9.5         1550         86.8           1         1.5         1500         90.4         7.7         1450         86.8           1         1.5         1.5         91.0         4.7         1450         86.8           1         1.5         1.5         91.0         4.7         1450         86.8           1         1.5         1.5         91.5         1.7         1450         86.8           1         1.5         1.5         1.5         1.7         1450         86.8           1         1.5         1.5         1.5         1.5         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4         1.4						*		~	7	_	750	92.4			90	œ					
2       5.5       1850       91.4       9.5       1550       80.4       7.7       1450       80.4       1450       80.4       1450       80.4       17.7       1450       80.4       17.7       1450       80.4       17.7       1450       80.4       17.7       1450       80.4       17.7       1450       80.4       17.7       1450       80.8       80.3       1500       80.8       80.3       1500       80.8       80.3       1500       80.8       80.3       1500       80.8       80.3       1500       80.8       80.3       1500       80.8       80.3       1500       80.3       1500       80.3       1500       80.3       1500       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1400       80.3       1						មា		_	0	_	200	80.8	~	-	450	80					
12.5       15.00       93.2       8.5       1450       89.2         1.7.9       1700       99.8       10.7       1450       89.8         1.7.9       1750       91.5       7.7       1450       89.8         1.8.2       1800       91.5       7.7       1450       89.8         1.8.2       1800       89.8       8.3       1500       89.8         1.8.0       1800       89.8       8.7       1400       89.8         1.8.0       1800       89.8       8.7       1400       89.8         1.8.0       1800       89.1       9.4       1200       89.8         1.9.2       1800       89.8       8.7       1400       89.8         1.9.0       1800       89.1       11.0       1400       89.8         1.0.1       1800       89.1       11.0       1400       89.8         1.1.4       1750       89.2       11.2       1400       89.8         1.1.4       1750       89.2       11.2       1400       89.8         1.1.4       1800       99.2       11.2       1400       89.8         1.1.4       1800       99.2       11						ល		~	'n	_	850	91.4		ru.	550	œ					
2 E. 3 1700 92.8 10.7 1450 88 150 90.4 7.7 1450 88 150 90.4 7.7 1450 88 150 90.4 7.7 1450 88 150 91.0 91.0 91.0 91.0 91.0 91.0 91.0 91.						10		_	7	_	200	93.2		ت. _	450	_					
1       7.9       1500       90.4       7.7       1400       88         2       4.7       1750       81.5       7.7       1450       88         2       6.8       1750       80.8       8.3       1500       88         2       4.6       1500       80.8       8.3       1500       88         2       4.6       1500       80.8       7.7       1400       88         1       1600       81.3       9.4       1200       88         1       1600       89.8       8.7       1400       89         1       1600       89.8       8.7       1400       89         1       1600       89.8       8.7       1400       89         1       1700       92.2       11.0       1400       87         1       1750       92.2       11.2       1450       88         1       1750       92.2       11.2       1450       88         1       1750       92.2       11.2       1450       88         1       11.4       1750       92.9       13.0       1450       89         1       14.0						•		7	æ	_	9	92.8	=		450	•					
2       4.7       1750       91.0       9.7       1700       88         2       6.8       1750       92.0       92.0       96.3       1450       86         2       4.6       1500       86.8       5.3       1400       86         2       4.6       1500       80.8       9.4       1200       86         3       1600       89.8       8.7       1400       86         4       1600       89.8       8.7       1400       86         5       1600       89.8       8.7       1400       86         7       1700       92.2       10.0       1400       87         8       170       170       92.2       11.2       1450       88         9       1750       92.2       11.2       1450       88         10       1750       92.2       11.2       1450       88         11       4       1750       92.2       11.2       1450       88         11       4       1750       92.2       11.2       1450       88         11       4       1800       93.7       12.3       1450       88     <						7		_	7	_	200	<b>9</b> 0. <b>4</b>	•		8	█					
1         8.2         1800         91.5         7.7         1450         88           2         4.6         1500         88.8         5.3         1500         86           2         4.6         1600         80.5         7.7         1400         86           2         4.6         1600         81.3         9.4         1200         86           2         6.1         1600         81.3         8.7         1400         86           3         1600         81.3         8.7         1400         86           4         1600         81.3         8.7         1400         86           5         1600         81.4         11.0         1400         86           7         1700         92.2         10.0         1500         86           8         1600         91.9         6.3         1400         87           1         11.4         1750         92.2         11.2         1450         88           1         16.0         17.0         17.0         17.0         17.0         18.0         87.2         11.2         14.0         87           1         16.0         1						7		7	•	_	750	91.0		-	8	•					
2         6.8         1750         92.0         9.3         1500         88           1         3.7         1500         88.8         5.8         1400         88           1         6.3         1600         90.5         7.7         1400         88           1         6.1         1600         81.3         9.4         1200         88           1         6.1         1600         81.3         1400         88           1         1600         81.4         11.0         1400         89           1         1600         81.4         11.0         1400         89           1         1600         81.2         10.0         1500         89           1         1700         82.2         11.2         1400         89           1         11.4         1750         82.9         11.2         150         89           1         11.4         1750         84.5         13.7         1450         88           1         1600         83.7         12.3         1450         87           1         1600         84.5         12.0         1450         87           1 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td><b>æ</b></td> <td></td> <td>_</td> <td>œ</td> <td>_</td> <td>800</td> <td>9. .5</td> <td>•</td> <td></td> <td>450</td> <td>∞</td> <td></td> <td></td> <td></td> <td></td> <td></td>						<b>æ</b>		_	œ	_	800	9. .5	•		450	∞					
1     3.7     1500     88.8     5.5     1400     88.8       2     4.6     1500     80.8     9.3     1500     88.8       2     5.3     1600     80.8     9.4     1200     88       1     5.0     1800     89.8     8.7     1400     88       2     6.1     1800     81.4     11.0     1400     88       2     7.0     1700     82.2     10.0     1500     88       2     7.0     1750     92.2     11.2     1500     88       1     11.4     1750     92.2     11.2     1500     88       1     11.4     1750     92.2     11.2     1500     88       1     11.4     1750     92.2     11.2     1550     88       1     16.5     1650     94.5     13.0     1450     88       1     11.3     1650     94.2     12.6     1450     87       1     11.3     1650     92.8     12.0     1450     87       1     14.3     1650     93.2     12.0     1400     87       1     14.3     1650     93.8     13.0     1450     87						<b>®</b>		~	60		750	92.0		ب	200	๎					
2     4.6     1500     90.9     9.3     1500     86       1     5.3     1600     90.5     7.7     1400     86       1     5.0     1800     89.8     8.7     1400     86       2     6.1     1650     91.4     11.0     1400     87       1     8.0     1500     91.4     11.0     1400     87       2     7.0     1750     92.2     10.0     1500     88       1     11.4     1750     92.2     11.2     150     88       2     7.0     1750     92.2     11.2     150     88       1     11.4     1750     92.2     11.2     150     88       2     10.3     1800     93.7     13.0     1450     88       1     14.0     150     94.5     12.5     1450     88       1     11.3     1550     92.8     12.0     1450     87       2     11.3     1600     93.7     12.5     1450     87       2     16.0     16.0     93.2     12.6     1400     87       2     16.0     93.2     12.6     1400     87       2     16.3 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td><b>G</b></td> <td></td> <td>_</td> <td>m</td> <td>_</td> <td>28</td> <td>88.8</td> <td></td> <td>ت -</td> <td>8</td> <td>ш.</td> <td></td> <td></td> <td></td> <td></td> <td></td>						<b>G</b>		_	m	_	28	88.8		ت -	8	ш.					
1         6.3         1600         80.5         7.7         1400         86           2         5.3         1600         81.3         9.4         1200         86           2         6.1         1650         81.7         8.3         1750         86           2         7.0         1750         82.2         10.0         1500         86           3         7.0         1750         92.2         11.2         1500         86           4         1750         92.2         11.2         1500         86           5         17.0         1750         92.2         11.2         1400         87           1         11.4         1750         92.2         11.2         1450         88           1         11.4         1750         94.5         13.0         1450         88           1         16.5         94.5         13.7         1450         88           1         16.0         93.7         12.5         1450         89           1         16.0         94.2         12.6         1400         87           1         16.0         93.6         12.0         1450						œ		~	4	_	200	80.8		e.	200	•					
2     5.3     1600     81.3     9.4     1200     88       1     5.0     1600     89.8     8.7     1400     89.8       1     8.0     1500     81.7     8.3     1400     89.8       1     9.2     1500     81.9     6.3     1400     89       1     11.4     1750     92.2     11.2     1550     89       2     10.3     1800     93.7     13.2     1550     89       1     14.0     1500     84.2     12.3     1450     89       1     14.0     1500     94.2     12.3     1450     89       1     14.0     1500     93.7     12.3     1450     89       1     14.0     1500     94.2     12.6     1450     89       1     10.8     1500     92.8     12.0     1450     89       1     14.3     1600     93.2     12.8     1400     87       1     14.3     1600     93.8     13.0     1400     87       1     14.3     1650     94.5     13.0     1450     87       1     11.7     1550     94.5     13.0     16.0     87						2		_	œ	_	8	<b>9</b> 0.5	-	.7	8	█					
1         5.0         1800         89.8         8.7         1400         88           2         6.1         1650         91.4         11.0         1400         86           2         7.0         1700         92.2         10.0         1500         88           2         7.0         1750         92.2         11.2         1550         86           1         11.4         1750         92.2         11.2         1550         88           2         10.3         1800         93.7         13.2         1550         87           1         16.5         1550         94.5         13.7         1450         88           1         14.0         1500         93.7         12.3         1450         87           1         14.0         1500         94.2         12.3         1450         88           1         14.0         1500         93.2         12.6         1450         87           1         16.0         93.2         12.0         1450         87           1         16.0         93.8         13.0         1400         87           1         16.0         94.5						2		8	ហ	_	80			₹ 1	500	∞ .					
2     6.1     1650     81.7     8.3     1750     86.3       2     7.0     1700     92.2     10.0     1500     88       1     11.4     1750     92.2     11.2     1550     88       2     7.0     1750     92.2     11.2     1550     88       1     11.4     1750     92.2     11.2     1550     88       1     16.5     1550     94.5     13.7     1450     88       1     14.0     1500     93.7     12.3     1450     89       1     14.0     1500     94.2     12.3     1450     89       1     11.3     1650     92.8     12.0     1450     89       1     10.8     1500     92.8     12.0     1400     87       1     14.3     1650     92.8     13.0     1450     87       1     14.3     1650     93.8     13.0     1450     87       1     11.7     1550     94.5     13.0     1500     87       1     11.7     1500     94.5     10.5     1450     87       1     11.0     1700     94.0     12.7     1450     87						_ ;		<b>-</b> ,			800	90 ( 90 (	'		0	<b>1</b> 00 1					
2 7.0 1500 81.4 11.0 1400 80.2 1 10.0 1400 80.0 1 10.0 1500 80.2 1 10.0 1750 82.2 1 11.2 1550 80.0 1 10.3 1400 80.2 1 10.3 1450 80.3 7 11.2 1550 80.0 1 10.3 1450 80.3 7 11.3 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1 1450 80.3 1						= 9		~ ~	<b>1</b> 0 (	- '	650	91.7	~ ;	ص د	750	•					
2     7.0     1700     92.2     10.0     1500     88       2     7.0     1750     92.2     11.2     1550     88       1     11.4     1750     92.2     11.2     1550     88       1     16.5     1500     93.7     13.2     1550     87       1     14.0     1500     93.7     12.3     1450     88       1     11.3     1600     94.2     12.5     1400     87       1     11.3     1550     92.8     12.0     1400     87       1     10.8     1500     93.2     12.0     1400     87       2     9.4     1600     93.2     12.0     1400     87       1     10.8     1500     92.8     11.7     1400     87       2     14.3     1550     93.8     13.0     1400     87       1     14.3     1550     93.8     13.0     1500     87       1     11.7     1550     94.5     13.0     1500     87       1     11.0     17.0     94.5     13.0     15.0     87       1     10.5     14.50     87     14.50     87       1						7		- (	TO (	_ `	2	4.19	- ;		3	•					
9.2     1500     91.8     6.3     1400     81       11.4     1750     92.2     11.2     1550     82       10.3     1800     93.7     13.2     1550     87       1 16.5     150     94.5     13.7     1450     88       1 11.3     1650     94.5     12.3     1450     89       1 11.3     1650     94.2     12.5     1400     87       1 10.8     1500     93.7     12.5     1400     87       2 11.3     1650     93.8     12.0     1400     87       2 6.3     1800     91.8     12.0     1400     87       1 14.3     1550     92.8     13.0     1450     87       2 12.0     1800     94.5     13.0     1450     87       1 11.7     1550     94.5     13.0     1650     87       1 11.7     1550     94.5     10.5     1450     87       1 11.7     1450     87     13.0     1650     87       1 10.8     1600     94.5     10.5     1450     87       1 10.7     1450     87     1450     87       1 10.7     1450     87     160     87     160 <td></td> <td></td> <td></td> <td></td> <td></td> <td>7</td> <td></td> <td>~ .</td> <td>- (</td> <td>_ `</td> <td>8</td> <td>92.2</td> <td>≠`</td> <td></td> <td>9</td> <td><b>20</b> I</td> <td></td> <td></td> <td></td> <td></td> <td></td>						7		~ .	- (	_ `	8	92.2	≠`		9	<b>20</b> I					
1.0     1/50     92.2     11.2     1550     84       1     11.4     1750     92.2     11.2     1550     84       2     10.3     1650     94.5     13.2     1450     88       2     13.3     1650     94.5     12.3     1450     89       1     11.3     1650     94.2     12.5     1450     89       1     11.3     1650     92.8     12.6     1400     87       2     9.4     1600     93.8     12.0     1400     87       1     10.8     1500     92.8     11.7     1400     87       2     6.3     1800     91.8     12.0     1400     87       1     14.3     1550     93.8     13.0     1450     88       1     17.0     1400     84.5     13.0     1450     87       1     11.7     1550     94.5     10.5     1450     87       1     11.7     1450     84.5     10.5     1450     87       1     11.0     14.0     94.5     10.5     1450     87       1     10.0     10.0     10.0     10.0     10.0     10.0       1 <td></td> <td></td> <td></td> <td></td> <td></td> <td>5</td> <td></td> <td>- (</td> <td>, ``</td> <td></td> <td>8</td> <td>B (</td> <td>- ,</td> <td></td> <td>Ş [</td> <td>01</td> <td></td> <td></td> <td></td> <td></td> <td></td>						5		- (	, ``		8	B (	- ,		Ş [	01					
11.4 1750 82.8 13.0 1450 88 2 10.3 1850 84.5 13.7 1450 88 13.3 1850 84.5 15.3 1450 88 14.0 1500 83.7 12.3 1450 88 11.3 1850 84.2 12.5 1450 88 11.3 1550 82.8 12.0 1450 88 10.8 1500 92.8 12.0 1400 87 10.8 1500 92.8 12.0 1400 87 11.4 3 1550 82.8 13.3 1450 87 11.7 1550 84.5 13.0 150 87 11.7 150 84.5 10.5 1450 87						<u>.</u>		~			200	92.2	- :	7	200	Π (					
10.5     1800     84.5     13.7     1550     84.5     13.7     1550     88.5     15.3     1450     88       1 14.0     1500     95.7     15.3     1450     88       1 11.3     1650     94.2     12.5     1450     89       1 11.3     1650     92.8     12.6     1450     89       2 9.4     1600     93.2     12.6     1400     87       1 10.8     1500     92.8     11.7     1400     87       2 6.3     1800     91.8     12.0     1400     87       1 14.3     1550     93.8     13.0     1450     87       2 11.0     1700     94.5     13.0     1500     87       2 11.0     1450     94.5     10.5     1450     87       2 11.0     1450     94.5     10.5     1450     87						= ;		- (	- 9		9 6	87.80 00.00	- ;	- ·	4 1 0 1 0 0	20 (					
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13.3     165.0     85.0     15.3     145.0     87.1       1     14.0     150.0     83.7     12.3     1450.0     88.1       1     11.3     1650.0     84.2     12.5     1450.0     88.1       1     10.8     1550.0     82.8     11.7     1400.0     87.2       1     10.8     1500.0     81.8     12.0     1400.0     87.2       1     14.3     1550.0     83.8     13.3     1450.0     87.2       1     11.7     1550.0     84.5     13.0     1500.0     87.0       1     11.0     1700.0     84.5     10.5     1450.0     87.0       1     11.0     1700.0     84.0     12.7     1450.0     87.0						ָיַ נַ		- (	9	_ `	0 0	ני ני	- ;	•	4 4 5 6	D (					
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22	8	10.3	1650	93.7	12.5	<del>2</del>	87.2
23	-	14.0	1600	93.7	13.0	1450	88.3
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24	<b>,</b>	11.3	1550	83.8	13.7	1450	88.4
24	8	11.1	1700	94.1	15.0	1450	87.9
25	-	15.0	1550	84.3	12.8	1450	88.2
25	7	12.8	1700	84.0	12.8	1450	87.3
28	-	11.7	1550	92.8	1.0	<b>4</b> 00	87.7
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22	-	0. <b>9</b>	1650	88.6				
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23	-	12.0	1750	91.3				
23	8	7.0	1850	89.7				
24	_	12.0	<u>6</u>	91.3				
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25	~	13.0	<del>1</del> 28	97.8				
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26	~	10.0	1650	4.10				
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52	-	27.0	2400	90.1	4.0	2400	93.0
2 2	~	27.0	2400	60	0.04	2400	93.6
23	<del>-</del>	28.0	2400	89.7	38.0	2400	91.7
23	N	30.0	2400	90.5	37.0	2400	92.7
77	-	27.0	2400	90	38.0	2400	92.2
24	~	29.0	2400	<b>9</b> 0.3	39.0	2400	83.3
25	-	28.0	2400	4.08	38.0	2400	91.7
2 2	~ ~	28.0	2400	0.00	39.0	2400	93.3
28	-	27.0	2400	90.1	36.0	2400	91.7
28	~ ~	28.0	2400	60.0	37.0	<b>5400</b>	92.7
27	-	17.0	2400	86.2	26.0	2400	87.7
27	~ ~	17.0	2400	86.2	27.0	2400	89.8
28	-	28.0	2400	4.08	38.0	2400	92.3
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CAR LAB EM  NO CT C.R. CYL CND MILES SPK LDC  22 26 F 8.9 L4 Y 7800 + 5 D  FULL TH  FUEL RUN  NO ADV R  FUEL RUN  NO ADV R  1 1 1 2 1.0 31  2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		AMB G TMP BAROM HUM 3 62 30.05 58 3 72 29.77 90 PART THROTTLE SPK RPM O	LE G VAC TMP BARGM HUM ROAD 0.N.
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